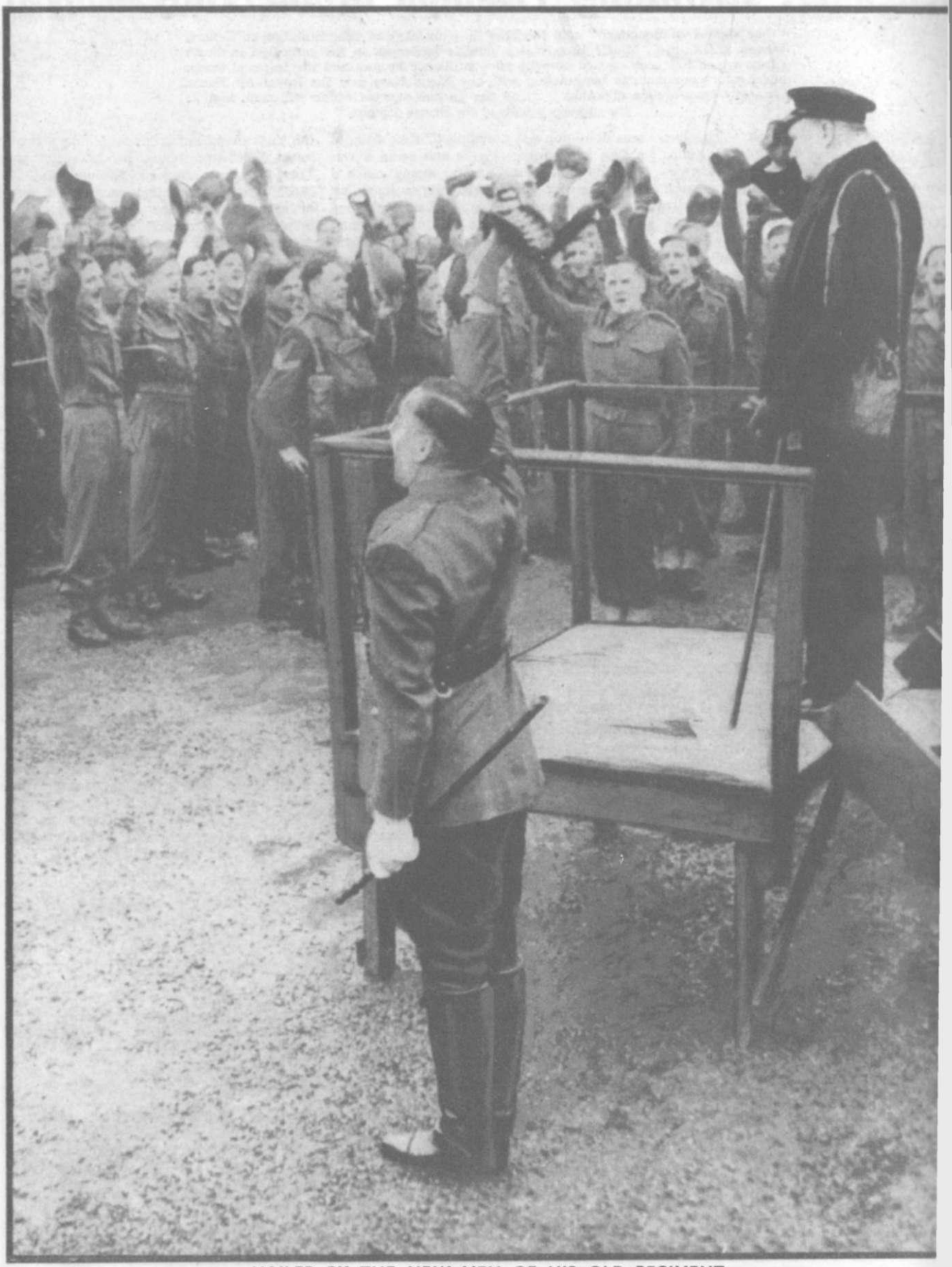


HAILED BY THE NEW MEN OF HIS OLD REGIMENT

MR. CHURCHILL began life as a soldier. Passing through Sandhurst he was gazetted to the 4th Hussars, and after serving on the North Frontier fought in the Sudan campaign of 1897-1898 that led to the fall of Khartoum; as an officer attached to the 21st Lancers he rode in the c at Omdurman. In the Boer War he saw active service with the South African Light Horse, and after resigning his post as First Lord of the Adm in November 1915 he went to France, and was for a while in the front line in command of a battalion of the Royal Scots Fusiliers. The Premier re paid a visit to his old command during a tour of the Eastern Counties, and is here acknowledging the vociferous cheers of officers and men after h addressed them.

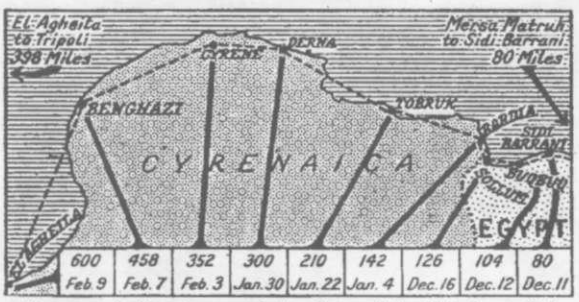
Photo, British Official: Crown Cop

Benghazi: Crowning Triumph of the Libyan War

"The capture of Benghazi," said the King in a message of congratulation to General Wavell, G.O.C.-in-C. Middle East, "is a notable landmark in the campaign in North Africa which has been carried on with such brilliance by you and the Imperial troops under your command, in conjunction with the Royal Navy and the Royal Air Force. I warmly congratulate all ranks . . . on this further success which will rank high in the military annals of the British Empire."

"BENGHAZI is in our hands." This five-word message from G.H.Q., Cairo, issued on the afternoon of February 7, gave the first news of the latest, greatest, and most astounding victory of General Wavell's Army of the Nile.

After the capture of Tobruk, Mussolini's principal naval base in Libya, on January 22, that truly Imperial host, composed of British, Dominion and Indian troops, valiantly supported by their Free French allies, pushed on into Cyrenaica, the most fertile region of Italy's Northern African colony. Derna, 100 miles to the west along the coastal road, was captured on January 30, and four days later Cyrene, which not long before had been Graziani's headquarters, shared its fate. Most of its garrison escaped in the direction of Barce. They were pursued by O'Connor's men along the parallel roads which link Derna with Barce and so on to Benghazi.



The remarkable advance of the Army of the Nile from Sidi Barrani to El Agheila is shown above diagrammatically with distances in miles and dates at which each point was reached.

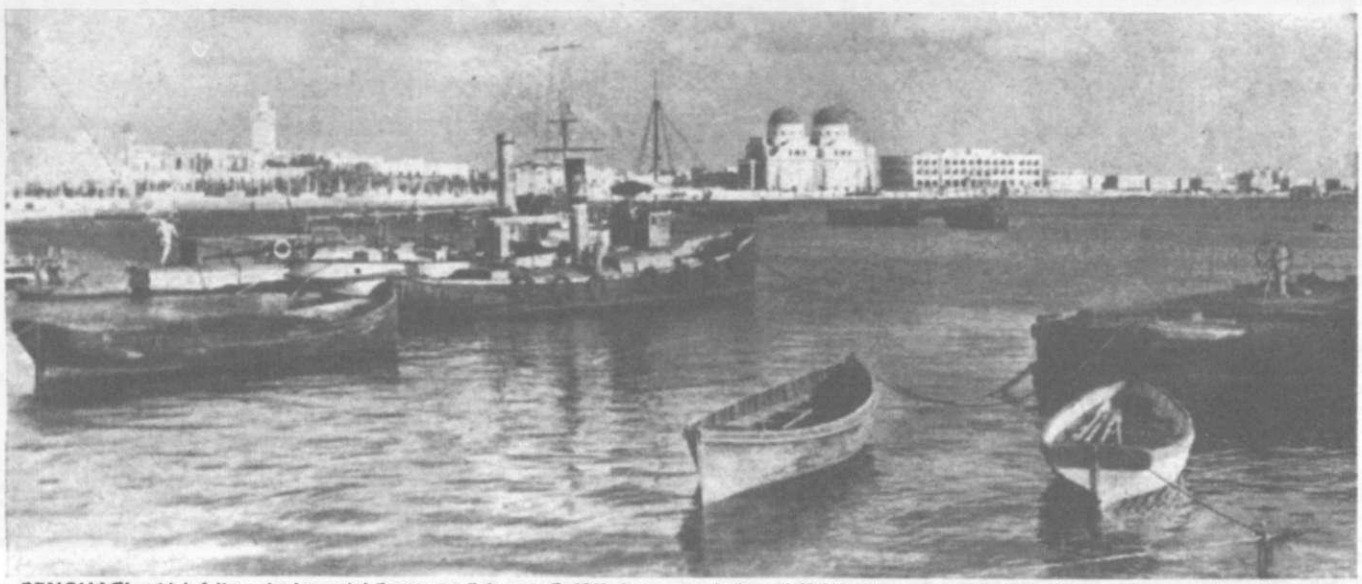
Although the country is, militarily speaking, far more difficult than the flat desert across which the invaders had come, it was reported to be completely unfortified, and the British maintained a progress of 20 to 30 miles a day. Town after town in Italy's most prized overseas dominion was abandoned, often without a shot being fired. Again and again it was believed that here Graziani would make a stand, here he would endeavour to repair his shattered fortunes, or at least do something to retrieve his reputation as a military commander. But day after day went by and still the Marshal did not give battle. Very likely he could not, even if he would, for of the 250,000 men who were reported to be under his command in Libya when the war began, nearly half were now interned in Egypt and India, and the rest were strung out in numerous garrisons all the way back to Tripoli.

Now let us quote the communiqué which gave in some details the story of Benghazi's capture. "By brilliant operations the British armoured forces moved south of the Jebel Akhdar (the range of mountains running westward from Derna) and established themselves astride the Italian lines of communications leading southward from Benghazi. At the same time Australian troops advancing from Derna gave the retreating enemy forces no respite. Demoralized and outmanoeuvred the enemy were unable to put into effect plans for the defence of Benghazi."

These brief sentences describe one of the most brilliantly planned and skilfully executed strokes in the history of modern war. The Italians had expected, as Wavell intended them to expect, that the main attack on Benghazi, Cyrenaica's capital, would be along the road which follows the coast through fertile, well-watered country north of Jebel Akhdar. This road and the one which parallels it some distance inland were indeed taken by the Australians, but at the same time a strong force of British armoured troops swept from Tobruk, south through Bomba and El Mechili, and then straight across 130 miles of barren and waterless desert along a road, or rather track used by only an occasional caravan, to Soluk, south of Benghazi.

Through frequent dust-storms the British armoured formation roared on, if not silently at least secretly, for they refrained even from using their radio. As the communiqué put it, "they made a forced march of 150 miles in 30 hours, brushing aside resistance en route to close the enemy's last line of retreat." Their arrival east and south of Benghazi had been timed to coincide with that of the Australians attacking from the north. The time-table was kept to the minute. At the same hour Australians and British tanks delivered a combined onslaught on Benghazi. "Surprised by the speed of this brilliant exploit the enemy, endeavouring to withdraw from Benghazi, found themselves finally hemmed in. Numerically superior enemy armoured forces, supported by infantry and artillery, then made determined efforts to break through our cordon. Every attempt was repulsed with heavy losses to the enemy. After 60 of their tanks had become battle casualties the enemy finally ceased fighting." Thousands of prisoners were taken, including an Army Commander, a Corps Commander ("Electric Whiskers" Berganzoli), and five other senior generals, together with vast quantities of war material of all descriptions.

With the capture of Benghazi the whole of Cyrenaica, apart from a few isolated posts to the south, was in British hands. These pockets of resistance were soon overwhelmed, and the Imperial avalanche swept on. By February 9 advanced elements had occupied El Agheila, 175 west of Benghazi.



BENGHAZI, which fell to the Imperial Forces on February 7, 1941, has a population of 65,000. Its excellent harbour is seen above, and on the town centres the whole of Cyrenaica's road system, while it has first-rate airfields. Its importance can be judged from the comment of the famous German newspaper, the "Frankfurter Zeitung," after the fall of Sidi Barrani on December 11, 1940: "The British cannot speak of this as a decisive action," that journal said; "before using the word decisive they would have to have advanced as far as Benghazi and to have secured an air base for attacks upon Italy itself."

Photo, Dorien Leigh

Smoke-Wreathed Tobruk Awaits the Assault

Tobruk's fall was heralded by clouds of smoke rising from the oil stores which, like other parts of the town had. been set alight by the concentrated fire of the Fleet, the bombers of the R.A.F. and the artillery. In the foreground is massed together an imposing array of the enemy's captured motor transport.

Left, troops leaving cover with fixed bayonets to take part in the final assault on Tobruk. Above is one of the British field guns that joined in the bombardment.

Photos, British Official: Crown Copyright

Wavell's Five-Front Attack on Italian Africa

Often has Mussolini boasted of the new Roman Empire which Fascist Italy was to create. After 18 years of his dictatorial rule, however, Italy is losing not only her conquests of the last few years but those colonies which were acquired before the Great War.

From his headquarters in Cairo General Sir Archibald Wavell is directing an offensive against the Italians in Africa, not on one front but on five. Libya and Eritrea, Abyssinia from two sides, and Italian Somaliland—all are threatened, indeed are actually invaded, by the armies under his command.

Libya is the main battleground where the fate of Italy's colonial empire, and perhaps of Italy herself, is being decided. Only as recently as September 1940 Marshal Graziani invaded Egypt with a great blowing of propaganda trumpets. He reached Sidi Barrani, some 50 miles across the frontier into Egypt, and there he dug himself in, making no further advance and not even attempting one. Then, on December 9, General Wavell struck at the invader, and in a few days the Italians were driven helter-skelter out of Egypt and the invader became the invaded. In the battle honours of the Army of the Nile are the names of Sidi Barrani and Sollum, Bardia and Tobruk—smashing victories every one of them, and all achieved at a cost of less than 2,000 casualties. But the Italians did not get off so lightly. We do not know how many they lost in killed and wounded, but we do know that more than 100,000 Italian prisoners have taken the road into Egypt. They have, indeed, reached Cairo; not as conquerors, however, but as captives.

Then, to crown all, came that master-stroke of Wavell's strategy, the two-pronged advance on Benghazi. As we tell in another page (see page 170), while the Australians advanced along the coast strong forces of British armoured troops swept straight across the desert and took the Italian defenders in the rear. Before this double assault Benghazi capitulated after a brief stand on February 7.

War in Torrid Eritrea

Very different from the Libyan war zone is the second of Wavell's fronts. In Libya our men have been shivering with cold, and have gone into battle wearing their greatcoats and with their tin hats perched above Balaclava helmets. In Eritrea, 1,500 miles to the south, the troops of General W. Platt's army of invasion—British (Highlanders and Midland troops were mentioned particularly in the communiqués), African regiments and Indians with experience of fighting on the North-west Frontier—are in the tropics. True, it is still winter there, but spring comes in March, bringing with it day temperatures of well over 100 degrees—heat which is oppressive enough for the soldier on the ground, but well-nigh unendurable for the man in a tank. Then close on the heels of spring comes the rainy season of summer, when the tracks through the bush, up the hillsides and across the mountains are turned into quagmires or washed away by boiling torrents. No wonder, then, that General Platt struck hard and fast, for soon the time must come when no man can fight in that tropic war zone—when even living is a torment.

Within a fortnight of crossing the frontier from the Sudan General Platt had occupied one fifth of Eritrea's area, and there was no staying his advance. Agordat fell on February 1, and Barentu the next day. More than 1,500 prisoners and much equipment were taken, and the retreating Italians were closely pursued as they fled towards Asmara, and as they fled they abandoned lorries and guns, food, water and ammunition. Not until they arrived at Keren, some 50 miles east of Agordat, did they make a stand.

Where the Italians fought, they fought well; and their Askaris (native troops) in particular reflected credit on their leadership and training. But in Eritrea as in Libya they were outmanoeuvred and then outfought. Platt's drive went on; he was bent, it was clear, on chasing the enemy into the Red Sea at Massawa and on cutting off the retreat of the Italian garrison now increasingly hard pressed by the Patriots in Abyssinia.

Abyssinia provides General Wavell with fronts three and four. Number three takes its direction from the Sudan-Abyssinian frontier, where Gallabat faces Metemma. Its objective, apparently, is Gondar, an ancient city which for several centuries was the capital of the Abyssinian empire and is today a centre of local industry and trade with the tribesfolk of the Blue Nile regions of the Sudan. Here the war resolves itself into the capture of isolated posts, as the country is too difficult for large-scale operations, and, besides, Gondar is next door to nowhere.

Into Abyssinia from the South

For the fourth front we turn to Kenya, whose northern border runs with that of Abyssinia. On this frontier there have been clashes between patrols for weeks past, and small detachments drawn from the army of Major-General A. Cunningham—who has under his command African troops, drawn not only from the Union and Rhodesia, but from East and West Africa—have made considerable progress into the interior. They

THE AFRICAN WAR ZONE comprises many fronts, as shown on this map. Indian troops have played an important and gallant part in the victories of the Army of the Nile, and are fighting both in Libya and Eritrea. In the latter colony they have found conditions which are by no means new to them, for the highlands are in many respects similar to the country on the North-west Frontier of India. Right, a patrol of Indian infantry holding a post on the Eritrean frontier is moving through the bush. *Photo, British Official: Crown Copyright. Map by courtesy of "The Times"*

They Covered 150 Miles in 30 Hours

CAVALRY TODAY is represented by light motorized units, and famous regiments that had their horses in the last war now go into action on petrol-propelled steeds, though they still bear the old names of Dragoons, Lancers and Hussars. Along the roads of the Western Desert during General Wavell's lightning advance through Bardia and Tobruk to Benghazi passed many hundreds of such light cavalry cars as this one, whose smiling crew have paused to be snapped, together with their dog mascot—a stray picked up during the advance.

Photo, British Official : Crown Copyright

Tearing Italy's Empire to 'Shreds and Tatters'

EAST AFRICA has been deeply impressed by the British successes, evidence of which was given recently at Nairobi when a number of captured guns were shown near the town hall, proudly guarded by native soldiers.

Command of the air is one of the main factors in the victories won by the Army of the Nile. How complete it was may be gauged from this photograph of the attack on Tobruk. Artillery is shelling the objective from the open desert without any protection, and is easily open to aerial attack. Yet the Italian Air Force failed to put them out of action.

are moving in the direction of Addis Ababa, i.e. about due north, but the country they have to traverse is almost trackless, although there is a road from Addis Ababa to Moyale passing through Javello and Mega. Moyale was captured by the South Africans on January 25.

Operations on the fifth front are also being carried out by Cunningham's men. Here the attack is being directed from Kenya eastwards against Italian Somaliland. A successful raid was made on the Italian frontier post of El-Wak, during which it was destroyed and made unusable for the Italians on December 16. About a month later the Italians were ejected from their slight gains on the Kenya side of the frontier, and were promptly chased across the border. By the end of January British patrols were reported to have penetrated some 46 miles into enemy territory, and the advance was continuing as the Italians fell back before the increasing British pressure. The enemy post of Beles Gugani, 45 miles inside Somaliland, was captured by strong native African patrols, it was announced in a communiqué issued from G.H.Q. Cairo on February 5. The advance was taking the direction of the Italian port of Mogadishu, but even as the crow flies this is some 300 miles across difficult, often desert, country. Then 450 miles separate Kenya from British Somaliland, which fell to the Italians in their one successful offensive in August 1940. One would suppose, however, that any attempt to reconquer this territory would be not from the land, across that great tract of rugged waste, but from the sea. In spite of the Italian hold on so many hundreds of miles of the coast of the Red Sea and the Gulf of Aden, the British have remained masters of the vital Straits of Bab el Mandeb; and it may well be that not only Berbera but Assab and Massawa may soon be brought within reach of the long and strong arm of Britain's sea power.

On every side, then, the Italians in East Africa are surrounded. For many months—certainly since last June and very likely since the outbreak of war in September 1939—the Italian garrison (reported to comprise 50,000 tribal levies, 100,000 Metropolitan and Blackshirt troops, and 100,000 natives: 250,000 in all) has been living on such supplies and resources as were theirs when the war began. Next to nothing can have reached them overland, and very little through their ports, although it is only to be expected that swift-sailing dhows have managed to land a few cargoes of guns and ammunition and other stores. For months the position of the Italians in East Africa, and in Abyssinia in particular, has been precarious; now, following the risings of the Patriots, guided and armed by Britain and inspired by Haile Selassie, their situation is becoming definitely dangerous. Thus it was hardly surprising that on February 6 it was reported that Mussolini had sent Count Volpi, his former Finance Minister, to negotiate with British interests for the evacuation of Italian colonists who had settled in Abyssinia since the Italian conquest in 1935. At the same time it was stated that the French managers of the railway which runs from Addis Ababa to Jibuti in French Somaliland had been asked to reopen the line—closed since Italy's entry into the war in June 1940—to facilitate the evacuation of the threatened Italians. If these reports were true, then no stronger confirmation could be required of the utter hopelessness of the Italian position in East Africa. So soon was Mr. Churchill's prophecy of December 23, made in the course of his broadcast to the Italian people, being brought to fruition: "Our armies are tearing and will tear your African Empire to shreds and tatters."

TRANSPORT IN ABYSSINIA presents a difficult problem, but trains of pack camels have carried the necessary supplies and munitions over mountain tracks to the fighting men.

Photos, British Official: Crown Copyright

The Heroic Greek Army Hurled Back Mussolini

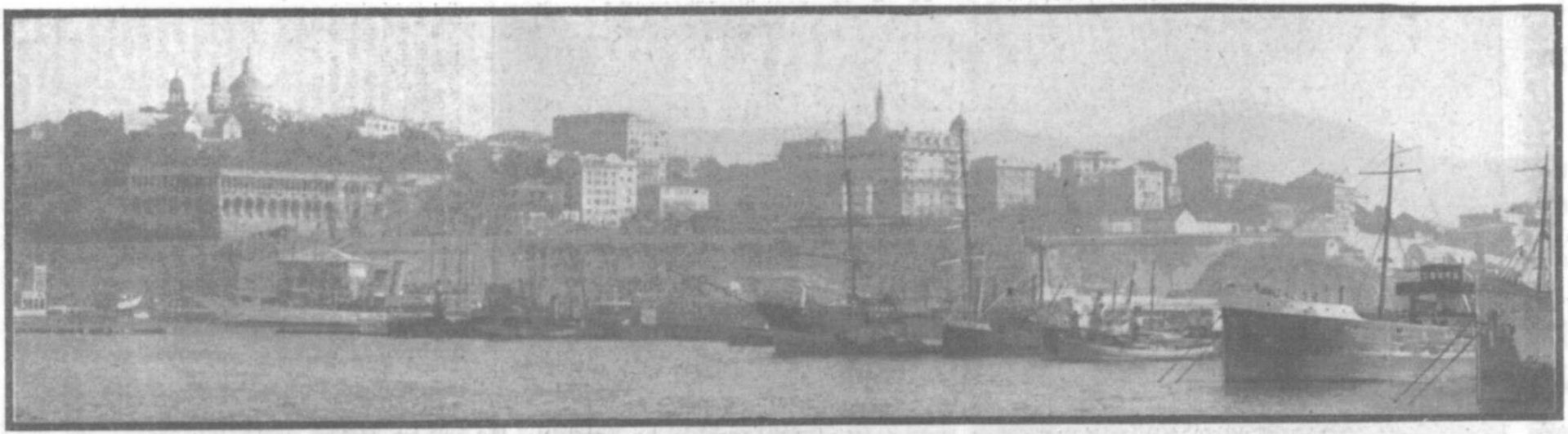
ALBANIA has experienced an exceptionally hard winter, and the Greek troops fighting in the mountains have felt the full rigour of it. Right, a column of pack mules, often the only possible transport, is moving forward. The Arctic conditions brought about heavy mortality among these indispensable beasts of burden.

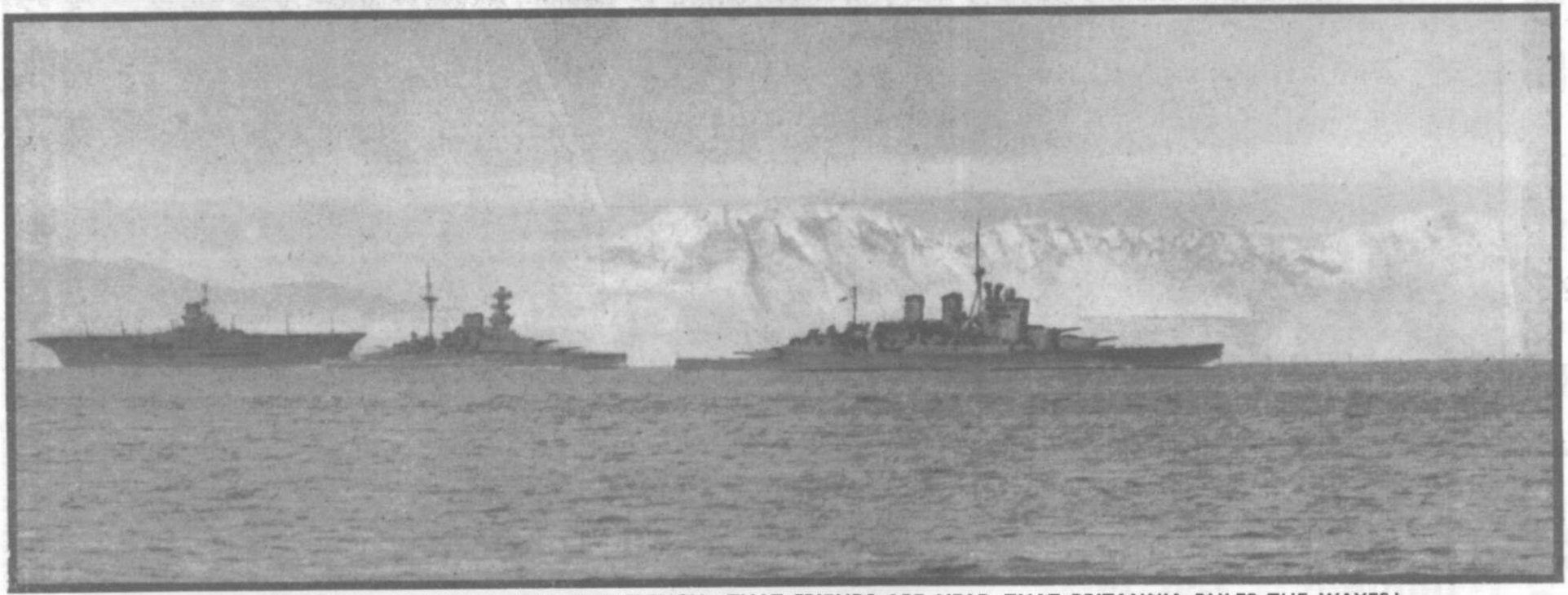
The women of Greece have shown equal heroism with the men in the battle, and there has been no lack of nurses to follow the men in their pursuit of the invader. Below, two of them are helping a wounded soldier back to an advanced dressing station.

GREEK SOLDIERS have remained indomitably cheerful in the face of hardships, and have shown the old campaigner's readiness to shift for himself. Right centre, one of them, outside his small tent, uses the butt of his rifle as a writing desk. The photograph above shows that when it comes to armaments there is no makeshift. Greek soldiers, actually in action, are loading an anti-tank gun.

IN his broadcast on February 9, 1941, the Prime Minister, speaking of the misdeeds of the Duce, said: "Without the slightest provocation, spurred on by the lust of power and brutish greed, Mussolini—the crafty, cold-blooded, black-hearted Italian who had sought to gain an Empire on the cheap—attacked and invaded Greece, only to be hurled back ignominiously by the heroic Greek Army who have revived before our eyes the glories that from the classic age have gilded their native land."

The Italians still maintain a precarious hold in Albania, but it is only exceptionally bad weather that has saved them from being driven into the sea; all their counter-attacks have been repulsed. On February 7, 1941, one on a large scale was made north-west of Klisura. Some 15,000 men, regular troops and Blackshirts, were massed for the attack. It was met by withering artillery fire from the Greeks. The Italian vanguard was practically wiped out, and then the Greeks made a bayonet charge which put the Italians to flight. When the fighting was over more than a thousand dead Italians were left on the field.





THEIR CANNONADE AT GENOA TOLD THE FRENCH 'THAT FRIENDS ARE NEAR, THAT BRITANNIA RULES THE WAVES'

Britain's Western Mediterranean Squadron gave the great Italian port of Genoa a tremendous pounding at dawn on Sunday, February 9, 1941. "Our forces," read the Admiralty statement, "under the command of Vice-Admiral Sir James Somerville, consisted of the battle cruiser Renown, the battleship Malaya, the aircraft carrier Ark Royal [these three vessels are shown in our lower photograph, right to left, passing the Rock of Gibraltar] and the cruiser Sheffield, with light forces in company. Military targets in and around the port of Genoa [seen in our upper photo] were subjected to a bombardment in which over 300 tons of shells were fired." "If the cannonade of Genoa," said Mr. Churchill on February 9, "reached the ears of our French comrades in their grief and misery, it might cheer them with the feeling that friends, active friends, are near, and that Britannia rules the waves."

Photos, British Official: Crown Copyright; Topical.

The Sea Effort of the Empire's Navies

Addressing the Royal Empire Society in London on January 20, Admiral of the Fleet Lord Chatfield gave an impressive survey of "Our Empire's Sea Effort." By courtesy of the Royal Empire Society we are permitted to reproduce here the most informing and important passages of the address. Lord Chatfield, it need hardly be said, speaks with exceptional authority, derived from his long experience at sea and at the Admiralty.

WHY is it that the Empire's sea effort is so important in this as in all our wars that it overshadows even more than most minds conceive all other fighting factors? It is because our Empire was founded by sea power; founded by our merchants and soldiers under the shelter of sea command and all the advantage that command gave and still gives.

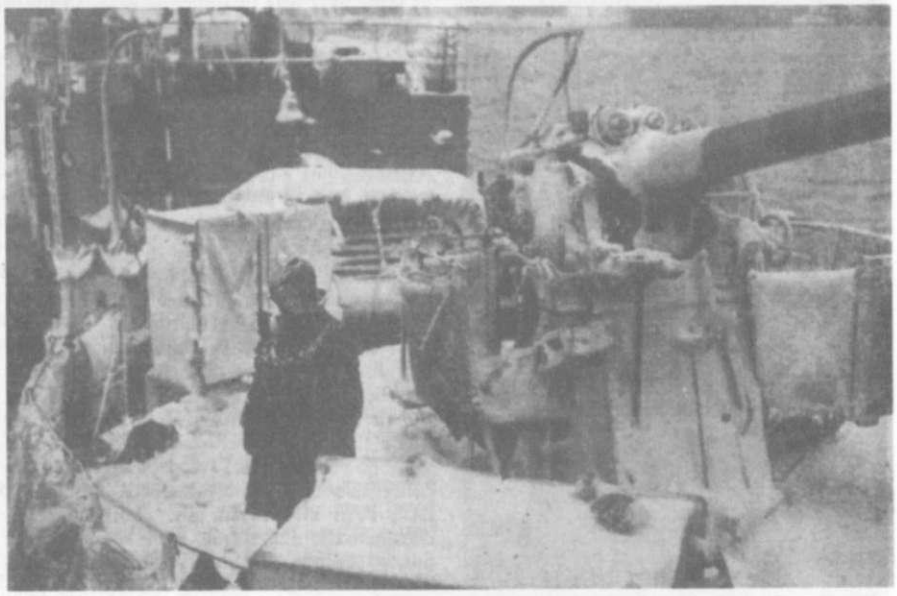
Let us consider for a moment what the Naval forces of the Empire have accomplished in the last sixteen or seventeen months. We are faced with a very different situation from that which obtained in the last war. Then we had the assistance of the Navies of France, Japan and Italy and, in the latter part, of the United States. The United Kingdom stood in a commanding position across the sea routes along which attacks could be launched on our merchant shipping Aerial attack was negligible. In this war, since the fall of France we have had to reckon with a hostile coastline extending from the Bay of Biscay to the North Cape. U-boats are based on the Norwegian and Biscay ports, and their passage to their hunting grounds is therefore shorter and less hazardous than during the last war. Long-range aircraft are operating from aerodromes in Western France to attack our shipping. The entrance channels to our Western ports are subjected to continuous mining activity. Our forces disposable for the protection of shipping are correspondingly lessened. The causes of our recent heavier losses are therefore understandable. Despite this the flow of imports vital to the prosecution of the war continues.

Let me say a word about our cruisers—they have swept the seas of enemy ships. Those cruisers are ever too few. It was the same in Nelson's time. Only four years ago we were only permitted to have 50, thanks to international agreements! When these hampering agreements ended in 1937 we started to build feverishly, and when war broke out we had a large number under construction. Many of these are now at sea, but so great is our cruiser task, we have had to augment them by armed merchant ships. These combined cruiser and armed merchant cruiser forces have established the blockade of our two enemies. Always they are at sea, ever on watch and ward; no daily bulletin records their labours, for they work unseen and unheard guarding our convoys, denying enemy waters to world shipping, protecting our supply ships, carrying troops, arms, air supplies to our army in Africa.

What of our destroyers, again all too few in numbers? They have to fulfil innumerable tasks—submarine hunting, for instance. Until Germany occupied French ports they had mastered the submarine menace. Now their task is more strenuous, more exacting. Nevertheless, they will assuredly again do so. Then they have hunted German destroyers in the North Sea, fought them at Narvik, and the Italian ships in the Mediterranean and Red Sea. They are one of our important defences in the Channel against invasion. Individual destroyers have been bombed in the narrow waters as many as forty or fifty times in one day; some have sacrificed themselves in their duty. Then our submarines; no brave bomb-disposal squad takes on greater risks than do daily our submarine crews.

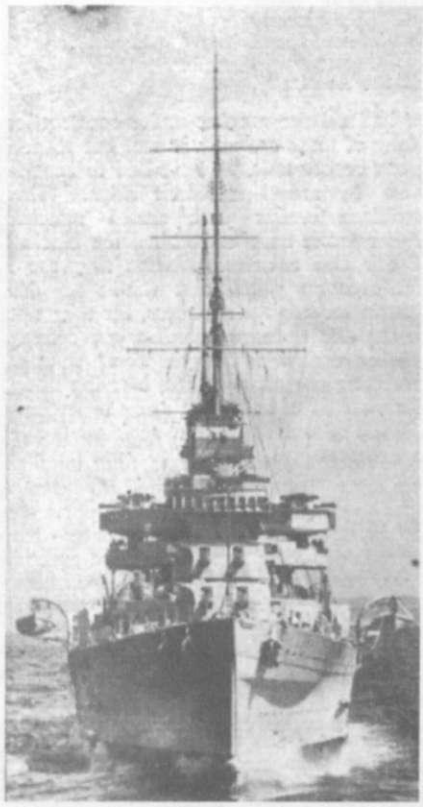
'Full-Back of the British Empire'

Behind all this effort stands the battlefleet, the final arbiter on the sea. The battlefleet is old, built for the most part twenty-five years ago. Yet it truly controls the seas and the war; it is the queen on the chess board, the full-back of the British Empire. Now our new ships are putting to sea. Laid down in 1937, they have been built with great rapidity, thanks to our shipyards, our armour and gun-mounting firms, and their

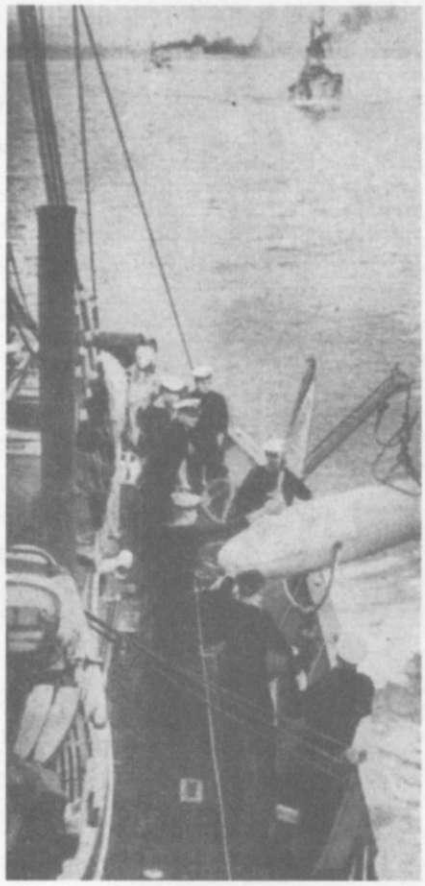


IN ALL WEATHERS the Royal Navy carries on. The lower photograph was taken on a destroyer during a very cold spell. Top, is a very different scene in the Mediterranean. The 16-in. guns of a battleship, such as bombarded Libya, are being sponged out. The Marines are wearing topees, their head-dress in warm climates. *Photos, British Official: Crown Copyright; and Sport & General*

Britain's Bulwarks Both Royal and Imperial



An Australian cruiser is putting to sea from her base for a cruise in home waters. The main repair base and depot of the Royal Australian Navy are at Sydney.



The New Zealand Naval Force has a number of ships for home defence, among them being minesweeping trawlers. Above is one of these ships. *Photos, Keystone and Planet News*

skilled labour and their skilled leaders of industry. With the aid of the destroyers obtained from America (and let us hope to be further obtained) and our own new construction the sea situation is showing continual improvement.

The Admiralty, looking far ahead, have always encouraged the building of naval forces by our Dominions. We had accumulated so many enemies under the system of Collective Security that the British Navy's responsibilities became too great, and the defence of the coasts and waters of our Empire everywhere became a duty that devolved on each part of it. The Empire has on the whole responded wonderfully to its increased responsibilities.

The Royal Canadian Navy consisted in 1939 of 13 ships. In 1940 it consisted of 155 ships. Canada is doing a great deal of shipbuilding. At fifteen shipyards along the coasts and inland waters thousands of men are working day and night, and their numbers are ever increasing. The present programme calls for the construction of over a hundred vessels for various naval and air force purposes, including 64 patrol ships and 26 minesweepers. The construction of most of these larger ships is far advanced; many were delivered last year and others will be this year.

In 1939 the personnel, including reserves, was just over 3,000; in 1940 it rose to over 13,000. Men from the shores of the inland lakes have hastened to join, and recruits from the prairie provinces are now training alongside natives of the Atlantic seaboard and British Columbia. 250 officers and men of the Canadian Navy have given their lives; over 3,500 ships have been successfully convoyed, excluding troop convoys. No Canadian troops have been lost in transit. Six U.S. destroyers, part of the first batch of fifty, are in the Canadian Navy.

The Royal Australian Navy consisted before the war of five cruisers, five destroyers, two escort vessels, and one surveying ship. In a broadcast on defence Mr. Playford, South Australian Premier, has said: "The Australian Navy is now two and a half times as large as it was in June last year. In fourteen months there has been a 250 per cent increase in the number of officers and ratings, and ten naval vessels have been laid down, including destroyers and patrol vessels. In a few months the output will be two vessels a month. Since the outbreak of war Australia has equipped five armed merchant cruisers and 30 auxiliary war vessels. More than 150 merchant ships have been defensively equipped."

New Zealand has also played a brave part for so comparatively small a Dominion in increasing our Naval strength. We have built for her Navy valuable cruisers which she has paid for and manned. We remember that H.M.S. Achilles took part in the defeat of the Admiral Graf Spee; she was a unit of the New Zealand division. A number of additional trawlers have been also commissioned as minesweepers, and others have been also fitted out. Three specially designed training-vessels have been built for minesweeping and anti-submarine work. The Naval base at Auckland have equipped over 20 merchant ships for defence in case of attack on the high seas and have provided gun crews from the R.N.V.R. of New Zealand. These activities are supplementary to the setting up of the necessary organization for the defence of the New Zealand ports.

Newfoundland. Through the foresight of the British Admiralty, a fine body of sailors known as the Royal Newfoundland Naval Reserve was kept in being during the peace, with the result that when the war broke out Newfoundland was able to send a body of trained seamen over to England to take their part with the Fleet. They are splendid boatmen, in great demand when small boats have to be launched for inspection purposes in rough seas. Beatty described them as "the best boatmen in the Grand Fleet." It is a sad yet glorious fact that a contingent of Newfoundlanders was serving in H.M.S. Jervis Bay at the time of her loss.

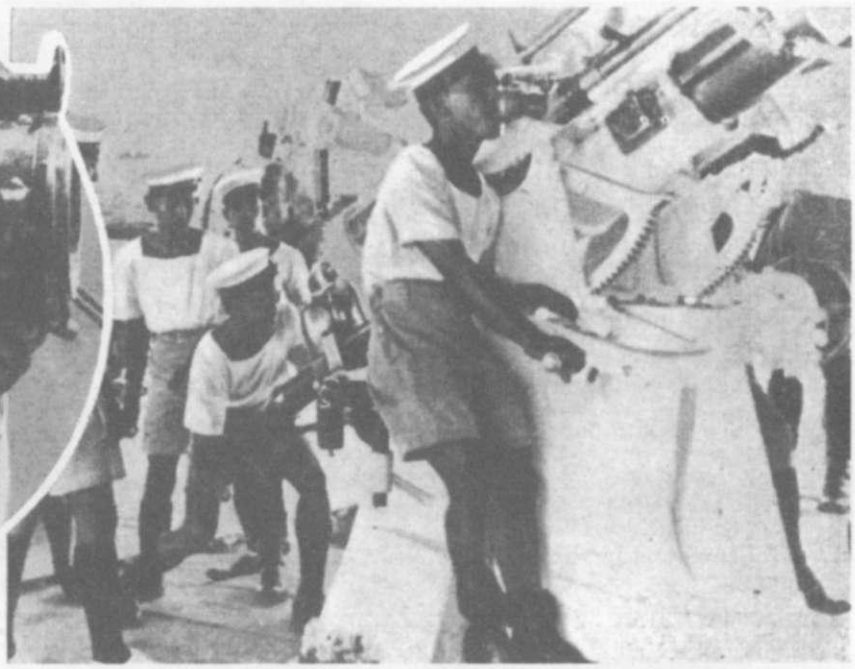
South Africa. South Africa has created a local seaward defence corps, and three companies, allocated under the Cape, the Eastern Province and the Natal Command, have been established. The decision to create these new units was taken shortly before the war.

India. In 1939 the personnel of the Royal Indian Navy consisted of just over 1,500 officers and men. In that year the Royal Indian Naval Reserve and Royal Indian Volunteer Reserve were established. By April 1940 these reserves produced more than two hundred officers and about 1,250 ratings. The expansion both on the active list and in the reserves continues. The sloops and other vessels of the Royal Indian Navy are doing invaluable work in patrolling the Indian Ocean and Bay of Bengal.

The Mercantile Marine. Unopposed by any great fleet worthy of its steel, our Navy has once again as its main task the protection of our island base and its supplies, as well as of carrying our armies and air forces to the scenes of action and maintaining their communications. These vital supplies have, as ever, to be carried in merchant ships. On those merchant ships and their gallant seamen everything therefore depends. We are inclined to think of our merchant ships as material things, just to count how many tons have been lost each week. But those ships really represent a great army of merchant seamen, marching in their ships great and small across the Seven Seas. No danger the human being faces is greater than theirs; the nearest analogy is that of explorers trekking through forests with Red Indians lurking in ambush. In them is summarized our sea effort. If they failed the Navy would be of no avail, nor our soldiers or airmen. Yet if the Navy failed to guard them all their courage would not save them. Combined work again. The story of the Mercantile Marine teems with gallantry of individuals and men in the mass.

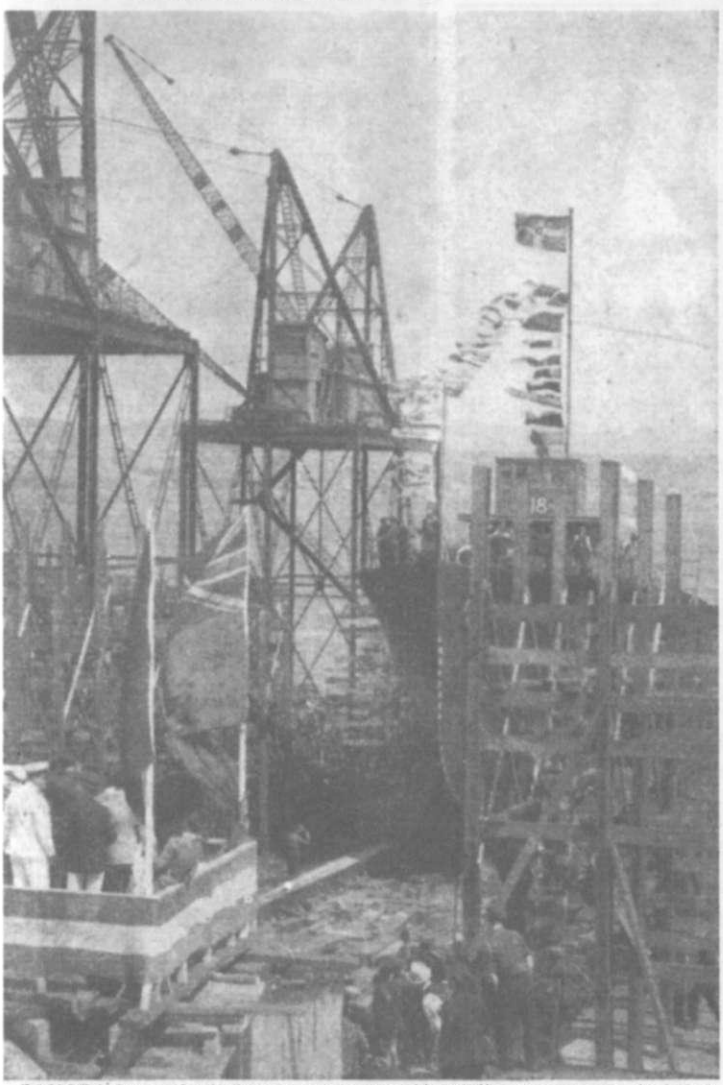
The Admiralty. Let me finally remind you of the vast responsibility that ever rests on the Admiralty. In that building are the brains that control our Naval dispositions, the plan of campaign, the security of our merchant ships. It is their planning that defeats the submarine, in the Atlantic, the organization of our convoys, the sweeping of mines of ever-changing type continuously being laid off our coasts. We are lucky indeed therefore to know that in the Naval staff and its chiefs we have that high ability, that expert imagination and organization the country needs.

Comrades of the Seven Seas



SOUTH AFRICA has an efficient minesweeping flotilla, among the most important of its sea defences. This seaman in one of the sweepers is using an Aldis signalling lamp.

MALAYANS are men of a seafaring race, and have made a fine response to the call of the Straits Settlements R.N.V.R. for recruits. Their training ship is H.M.S. Palandok, and above some of the men are seen at gun practice on board her. Those who have gone through the three-months' training in seamanship, gunnery and signals are now manning patrol boats off the coast.



CANADA has embarked on a great new shipbuilding programme, included in which are submarine chasers to work with convoys; above, one of these vessels is being launched. Canadian destroyers are operating in the Atlantic, and, right, one of them is rescuing survivors from a torpedoed merchantman.

Photos, South African Official, Ministry of Information, Paul Popper, and Fox

What Germany Holds on the Continent Today

UNOCCUPIED FRANCE lives in constant dread that it will in turn be overrun by the detested "Boche." Above, at a march past of cadets on the Quai des Belges, Marseilles, Marshal Pétain is taking the salute. He is accompanied by Admiral Darlan, who has been acting as envoy between the Vichy Government and Abetz, the German ambassador in Paris.

IN BELGIUM, as in all the countries they occupy, the Nazis have continued their savage campaign against the Jews. This notice on the door of business premises in Belgium tells passers-by in German, Flemish and French that it is a Jewish concern.

Photos, Associated Press and Sport & General

HITLER OVER EUROPE 1939–1941

WHEN war broke out in September 1939 the German Reich had already extended its boundaries by the forcible incorporation of Austria on March 12, 1938, and the piecemeal annexation of Czechoslovakia in 1938-1939. Then in September 1939 came the lightning campaign against Poland, followed by the partition of that country between Germany and the U.S.S.R. Beginning on April 9, 1940, the flood-tide of Nazi invasion swept over Scandinavia and the Low Countries, and one by one Denmark, Norway, Luxembourg, Holland and Belgium were carried into the Nazi maw. Then came the turn of France, which, compelled to capitulate in June, 1940, saw half its land occupied by the conqueror. Hungary and Rumania retained a nominal and precarious independence, but had to submit to what, to all intents and purposes, amounted to a German occupation. Even Italy came more and more under the heel of Hitler, for following her calamitous defeats at the hands of Britain and Greece in N. Africa and Albania, German troops were dispatched to Italy in increasing numbers. Of the remaining Balkan states, Yugoslavia and Bulgaria so far remain uneasy neutrals. The map, left, shows the territory in Europe which at the beginning of 1941 was under Nazi occupation or domination.

Now the Nazis Are 'Taking Over' Italy

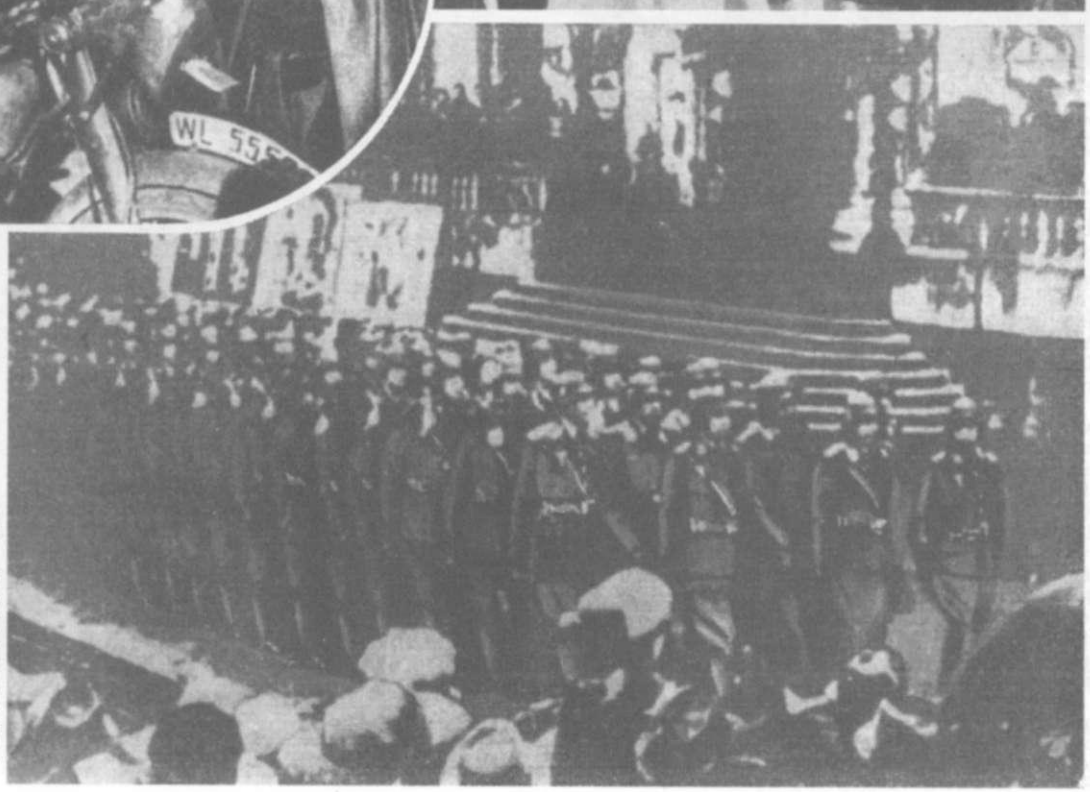
MUSSOLINI'S first admission of the sore straits in which he found himself in Libya and the Mediterranean came on January 2, 1941, when it was announced from Rome that a section of the German Air Force had arrived in Italy "to take part in the air and naval struggle in the Mediterranean."

In order to soothe the feelings of the Italian people, who might not unnaturally be depressed by the news that the Duce had had to send an SOS to Hitler on behalf of his vaunted Regia Aeronautica, it was added that the Nazi squadrons would be considered as "an Italian striking unit." The photographs in this page show the arrival of the Nazi airmen in Italy, that at the bottom having been radioed from New York. The first activities of the German airmen were recorded on January 10, 1941, when they took part in the attack on a British convoy bound for Greece, eye-witness accounts of which appear in pages 107–8 of this volume. At least 12 of the German and Italian 'planes engaged were destroyed by the British and others were damaged. On other occasions Nazi dive bombers made attacks on Malta, but met with strong opposition from fighters and A.A. guns.

In two or three days, Mr. Churchill revealed in the course of his broadcast on February 9, the Germans lost in these operations, out of 150 dive-bombers, upwards of 90, 50 of which were destroyed in the air and 40 on the ground.

German police and Storm Troopers were sent to Rome some time ago for instruction in police duties in Africa. Here the visitors are being presented with "daggers of honour."

Germans in Italy have been instructed to be pleasant to the Italian people and make themselves acceptable by their winning ways. Centre right, two Nazi airmen are chatting with members of "Piccole italiane," the Fascist organization for little girls. Above, another of the Nazi "invaders" is talking to Italian youths in Rome.



Neither Nazi nor Fascist propaganda admits that any Germans other than airmen have entered Italy. That the Luftwaffe has sent many men to help the Regia Aeronautica is shown by this photograph of a detachment of Nazi aircraftmen marching through the streets of a city in Southern Italy. It may well have occurred to the watching crowds that they are but the forerunners of a German army of occupation.

Photos, Associated Press

'We Shall Not Fail or Falter We Shall Not Weaken or Tire

"None of our plans would have succeeded had not our pilots, under Air Chief Marshal Longmore, wrested the control of the air from a far more numerous enemy." This Gladiator of the R.A.A.F. patrols the skies above Bardia.

"They remind me of the British squares at Waterloo. ... are not squares of soldiers; they do not wear scarlet coats; they are just ordinary English, Scottish and ... folk; men, women and children standing steadfastly together. But their spirit is the same . . ." Here the ... expresses his sympathy with the bombed folk of Bristol.

I VENTURED to draw Gen. Wavell's attention to the seventh chapter of the Gospel of St. Matthew, at the seventh verse, where it is written, "Ask, and it shall be given you; seek, and ye shall find; knock, and it shall be opened unto you.". The Army of the Nile has asked and it was given. They sought and they have found. They knocked and it has been opened unto them.

Eritrea: Key to Italian East Africa

In invading Eritrea, General Wavell is thrusting at the strongest and most highly-developed section of Italy's empire in East Africa. Below we tell something of the country, its people, and its history since it became an Italian colony.

ERITREA is the oldest of the Italian colonies. Italian influence in the district dates from 1869, when the Rubattino Shipping Company, an Italian concern, sought to establish a coaling station on the western shores of the Straits of Bab el Mandeb, where the Red Sea joins the Gulf of Aden. A suitable site was found on the Bay of Assab, and it was purchased from the local sultans for £1,800.

ERITREA, the Italian colony in north-east Africa, is, as this relief map shows, extremely mountainous, and its only railway, running via Agordat to Massawa, is of great commercial and strategic value. Agordat was captured by the British on February 1, 1941.

Contour map specially drawn for THE WAR ILLUSTRATED *by Felix Gardon*

Hardly had the deal been concluded when objections were raised, not only by the Sultan of Turkey, overlord of the territory involved, but by Britain and Egypt, who were distinctly averse from the Italians establishing themselves by what was, in effect, the gateway to the Suez Canal. These objections came to nothing, however; the Sultan was too far away to exercise any real influence, and Britain was no longer nervous since she had secured a commanding position at Aden. Ten years after the original concession a small Italian force occupied Assab, and in 1882 the territory was formally ceded to Italy, and in 1890 it was put on a permanent basis as a crown colony.

During the next few years the Italians endeavoured to expand to the south and west. Their advance into Abyssinia was ended following the crushing defeat inflicted on the Italian invaders at Adowa by the Abyssinians in 1896. At about the same time the activities of the Mahdi in the Sudan induced them to restore Kassala, which they had occupied, to the Anglo-Egyptian Sudan; it was not again in Italian hands until the autumn of 1940, and then only for a few weeks. Some additions—the cession of a corner of French Somaliland and the island of Doumeirah in the Red Sea—were made to Eritrea in 1935 by the agreement concluded in Rome between Laval and Mussolini. Then in 1936, following the Italian conquest of Abyssinia, Eritrea was incorporated as a state or government of Italian East Africa, certain former Abyssinian territories being added to it.

As at present constituted Eritrea has an area of 89,000 square miles, and its population was estimated in 1939 to be 1,500,000. The colony naturally divides itself into two parts: the one extends along the coast and over the western lowlands, while the other comprises the mountain districts of the interior. The characteristics of each region and of the lives of its inhabitants are dictated by climate, which in the low-lying area is tropical, with heavy rains in the winter, while in the cool and often cold mountain areas there are regular rains in the summer between June and September, and temperate conditions generally prevail. This latter region, an extension of the Abyssinian Plateau, is largely agricultural, grain, tobacco, cotton and coffee being cultivated. In the low-lying western plains irrigation schemes are preparing the ground for intensive cultivation of cotton and other tropical produce. In the extreme south the country is wild and largely desert interspersed with a few fertile oases. Here durra and maize are grown, but the people are mainly nomads at a low stage of culture, living in tents and pasturing large herds of cattle, sheep, goats and camels.

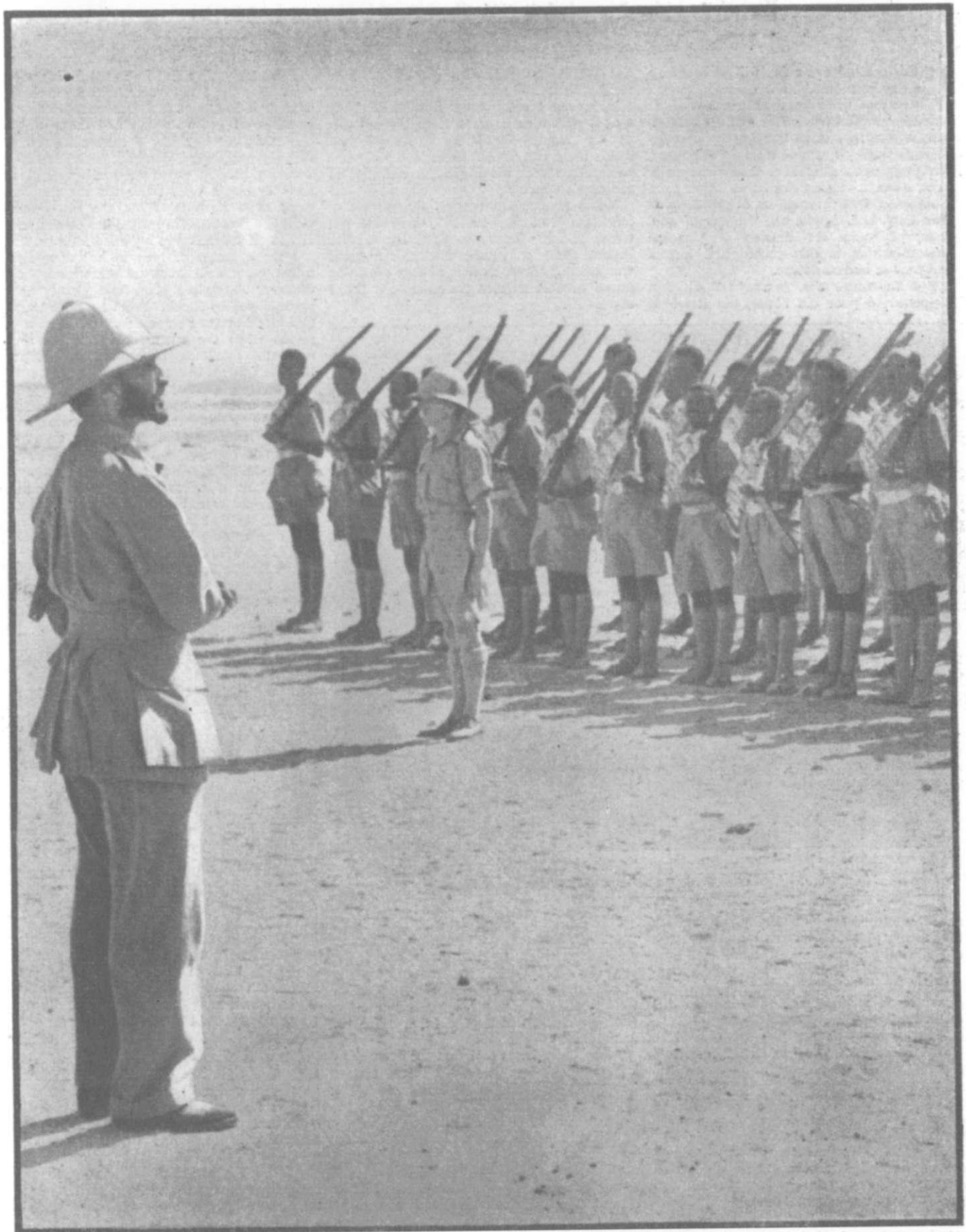
For the most part the Eritreans, like most of the natives of Italian East Africa, belong to the Hamitic and Semitic races, but on the coast the Arab strain predominates, while on the Sudanese frontier negroes are in evidence. Although for the most part they are slimly built and of no great muscular development, the tribesmen are capable of bearing fatigue to an almost unlimited extent. From them are drawn the Italian Askaris, the native soldiers who under good leadership make excellent fighters—as, indeed, recent experience against our troops has confirmed. They are generally loyal to the Italian regime, and it was largely through their aid that the Italians were able to extend their sway over Abyssinia.

In religion the natives are either Christians of the Coptic variety, or Mahomedans, although there are also some Roman Catholics and a few pagans. The Italians have established separate schools for Coptic Christians, Gallas and Moslems. The people speak Tigrine and Tigré, two derivatives from the ancient language of Ethiopia, but there are many other languages and dialects in use; in the ports and lowlands Arabic is spoken.

Since the Italians have been established in Eritrea for more than half a century, communications are far better than in other portions of the Italian overseas empire. There is a railway from Massawa, on the Red Sea, to Asmara, the capital, and thence north and west to Agordat and Biskia, though this last stretch has not been worked. Both these last-mentioned towns have been captured recently by the British. Asmara—set in the hill country, 7,765 feet above sea level, with some 80,000 inhabitants—is also the centre of the country's road system, as from it first-class motor roads run east to Massawa, south to Addis Ababa and Gondar, and west to the Sudan frontier, opposite Kassala. The Italians have done much to develop agriculture in Eritrea by way of irrigation works, and gold and salt are amongst the country's principal exports. Every effort, indeed, is being made to develop the colony and make it suitable for the settling of Italian emigrants. But the financial cost has been heavy, and the Italian people who have endeavoured to make their homes there do not take kindly to the climate.

Lifeline of Eritrea is this single-track railway, the only one in the colony, which runs across mountainous country through Agordat via Keren and Asmara (the capital) to the port of Massawa on the Red Sea—a distance of about 200 miles—as shown in the map in this page. *Photo, Associated Press*

Abyssinia's Emperor Reviews His New Army



HAILE SELASSIE is once more Emperor of Abyssinia, and somewhere well inside the frontiers of his realm he is encouraging his army to fight and his people to rebel against the Italian usurper. Above, the "Lion of Judah," as he is called, is addressing Abyssinian troops that have been led into their native land, fully-trained and equipped, by British officers. Their part in the war is to harass the retreating Italians and cut their communications, a role for which their knowledge of the country makes them particularly suitable.

Photo, British Official: Crown Copyright.

This Is how I Felt When I Was 'Blitzed'

Many of our readers have passed through such an experience as is here related, but few of us could describe it in terms so simple yet so moving. Hence we publish it here, as a kind of footnote to Mr. George Godwin's previous tale, and in the hope and belief that his philosophy may be a help and comfort to those who read it.

IN this sort of war a day will do to date a writer's record. For example, since I wrote in these pages an account of the condition of the Temple (see Vol. III, p. 690) new misfortunes have befallen it. Today libraries, Halls, courts and blocks of chambers, and even what were once lawns and noble trees, stand in varying degrees of tragic ruin. I occupied then a small set of chambers at lawn level, and, despite one "blitzing," still preserved intact the illusion of personal immunity that is deep-rooted and almost universal in human nature.

You know how it is. We say: "Ah, that happened to poor old Jones, but it would never happen to me." The catastrophe which befalls our neighbour is as far from our own door, we feel, as floods in China.

Now, queerly enough, this infantile conviction of a personal immunity exists in most of us side by side with an anxious preoccupation about how we would behave if it *did* happen to us. We ask ourselves: How would I stand up to it if I did get a packet? But only events can supply the right answer.

I had wondered about this myself, as, no doubt, the reader has done. A very large bomb provided the right answer.

A Londoner's chances of becoming a casualty are, it has been calculated, 750 to one against—fairly long odds, but not too long to eliminate personal interest.

It was as No. 750 that a few weeks ago I stood warming myself about midnight before a gas fire preparatory to turning in. The room in which I stood looks out over a lawn, but its windows, long since blasted out, were stoutly shuttered and screwed up. In that little setting I enjoyed the illusion of safety that is almost as important, psychologically, as the reality—almost as important and much more convenient, since it enables one to dispense with the troglodyte existence of the deep shelter.

When precautions become the parents of fear (the "anxiety states") they are not worth taking. That everything has a price beyond which it is never economic to go is true of safety first, as it is of that charming house with all modern conveniences. But I digress . . .

DESTRUCTION IN THE TEMPLE is one of the tragedies of the air raids on London, for many irreplaceable and storied treasures were destroyed. Here Mr. Wendell Willkie, on his brief visit from the States, is viewing the ruins of the Inner Temple Library, together with Viscount Simon, the Lord Chancellor, himself a Bencher of the Inner Temple. *Photo, Wide World*

It had been a fairly quiet night, and I had spent the immediately previous half-hour chatting with some young fellows living opposite me. We had suffered one blitzing in common, and that experience, from which we all emerged with nothing worse than a good shake-up, had engendered a feeling of comradeship.

Afterwards, I was told that the detonation had shaken buildings some distance away; but I heard nothing of it though no more than the length of a cricket pitch distant.

Quite simply I was blotted out, extinguished as completely as though struck by lightning. Full consciousness returned almost as swiftly. But I shall never know how long I lay on the floor by the glass-panelled door against which blast had catapulted me.

Hidden by the darkness of a sooty fog lay the wreckage of my room. But a little voice spoke to me at once and said: "Well, you're alive, Old Cock, anyway."

I was truly alive, but I was not feeling very well. My head felt queer, and my face as though it had been dealt the most terrific of punches. I got up slowly and thoughtfully and made my way like a man newly blind into my neighbours' quarters.

Sitting beside a warm fire that I must, alas, soon exchange once more for the surgical ward of a hospital, I see the subsequent events of that night in mental images that are etched on the tablets of my mind for ever.

I see a group of men in a setting that might be a coal mine at the moment of disaster. They are black and bloody and immobilized by shock. Presently both black and blood are to be washed away. Wits will return when the horrific moment has slid into the kaleidoscopic pattern of life to become a theme to set off the pint pot.

I see, too, another room whose occupant so short a time before sat chatting there with me. Now he lies groaning under the wreckage that has fallen on him. I ease him, take his hand, talk comfort, not realizing that he is far beyond all hearing. I see myself groping in the dark of my own rooms again for the carefully-preserved big first-aid kit, and myself opening up that kit beside the injured man and then spilling the whole lot into the foul filth of the wreck-strewn floor. I see the entry of the Rescue Squad. They come out of the night, through where the windows were, and in their shiny oilskins and tin hats they look like infantrymen going over the top.

All this and much more I see, sitting here. And I hear a voice which tells me that the most prominent feature of my face has come adrift and is flapping on my cheek. And I suffer myself to be led away.

'We Will Build Again'

Does it sound very horrible? Granted, the experience is not nice. But it has a certain compensation. At fifty-one, one knows, the ordinary Londoner—you, I—"can take it." And that means that London can take it—that the blitz can never succeed.

There exists a law that assures and guarantees to all that has intrinsic worth and value the power of re-birth and self-renewal. Aerial bombardment and fire might, conceivably, raze London. But that would not be London's end. For a great city is the casket wrought by the genius and spirit of long generations of her people. Destruction, by Act of God or act of man, may overwhelm it, its stones may be shattered, its storied treasures scattered until no more remains than was left of the city of King Ozimandias.

But even that would not be the end. For a great city perishes only when the spirit of its people perishes; when the courage that endures fails, and the vision that quickens is quenched. This terrible destruction we must lament only in terms of the personal tragedies involved in it. Otherwise we must see it as the essential preliminary to the re-creation of a new and finer land. Out of the warm ashes of the old—and often bad—we will build again, better and more wisely.

These are the things I tell myself even as (being human) I pipe my eye for those wrecks, the Temple, my chambers and my face.

Bombed—But Still the Village Smithy Stands!

THE UNDEFEATABLE SPIRIT of the British people is typified by the two photographs in this page. This blacksmith's forge, which has stood for over a hundred years in a town of South-east England, was badly shattered by a bomb (top). In spite of the complete destruction of his forge the blacksmith was not defeated. With true British doggedness he set to work to rebuild, and from a hopeless ruin has emerged a new forge (lower photograph), a faithful reproduction of the old building.

Photos, John Topham

OUR SEARCHLIGHT ON THE WAR

First Ethiopian Patriot Regiment

MILITARY authorities at Nairobi revealed on February 2 that an Abyssinian refugee regiment had been formed in Kenya as far back as June 1940 and had several times been in action against Italian forces. The original intention had been to raise an all-Ethiopian unit which, under its own guerilla leaders, would cross the frontier, make contact with friends and patriots in the Shifta country and, with their help, promote unrest amongst the native population. This plan failed because the battalion could not get into touch with sympathizers nor obtain food. So after the loss of many killed or wounded by Italian bombers, the straggling and exhausted remainder returned to Kenya. Their spirit, however, was undaunted, and with new recruits they reorganized their unit and were given proper military training by British officers. Since then they have cooperated with the King's African Rifles and fought several successful actions against the Banda (Italian native levies), the most important resulting in the capture of Dukana, a frontier post in north-west Kenya.

Passing of a Great Empire Servant

THE State has lost one of its most able and energetic Ministers by the death, at the early age of 61, of Lord Lloyd, Colonial Secretary and Leader of the House of Lords. The latter office he never exercised, for, although appointed on January 10, in succession to Lord Halifax, his illness prevented him from attending any sittings. Lord Lloyd began to acquire his unrivalled knowledge of Eastern manners and politics at an early age, for after leaving Cambridge he made a long caravan journey from Turkey to Tibet, the first of many such travels. In 1905 he was attached to our Embassy in Constantinople, and in 1908 was given his first Government mission, that of examining the prospects of British trade in the Near East. His first duty in the Great War was to organize an intelligence service in Egypt, and here he met Lawrence of Arabia, with whom he was to form an enduring friendship and, passing as an Arab, to help in raising the revolt in the desert. In 1918 he was appointed Governor of Bombay, and dealt in masterly fashion with the disaffection that was rife, and later with the "civil disobedience" movement promoted by Gandhi. Liberal social reforms and many great public works, such as the Lloyd Dam, constitute an enduring memorial to Lord Lloyd's sagacious five years' Governorship. In 1925 he succeeded Lord Allenby as High Commissioner for Egypt and the Sudan, but he could not see eye to eye with the democratic school of Imperialism, and when Labour came into power in 1929 he resigned office. In 1930 he became president of the Navy League, and in 1937 Chairman of the British Council. Three years later Mr. Churchill made him Secretary of State for the Colonies.

LORD LLOYD, Colonial Secretary, whose death occurred on February 5, is seen inspecting Auxiliary Military Pioneers. Lord Lloyd represented the Crown as Governor of Bombay and as High Commissioner in Egypt during two long and critical periods. *Photo, Fox*

American Observer in Near East

COLONEL DONOVAN, President Roosevelt's special envoy, has recently been touring the Balkans and having talks with the leaders of these countries. On January 22 he was received by King Boris at Sofia, and also saw the Prime Minister, the Foreign Minister, and several Bulgarian generals. Later he went to Belgrade and Athens, and on January 31 was flown to Istanbul by Lord Forbes, Assistant Air Attaché in Athens. Here M. Sarajoglu, the Turkish Foreign Minister, received him, he met the British Ambassador and later attended an official dinner given in his honour by the Government. Colonel Donovan intended to travel through Syria to Palestine, Egypt and Libya, but Vichy, presumably by Hitler's order, refused a visa for Syria, so he reached Palestine in Lord Forbes' aeroplane. Judging from radio fulminations in Berlin and Rome the Dictators are annoyed and considerably disquieted over this tour, not so much because of what Colonel Donovan may have learnt in its course, but on account of the information that he has been freely imparting on American views about the war, and Mr. Roosevelt's undertaking to assist with military material all countries standing up to Axis aggression. He has removed any possible doubt as to the significance of the American policy of giving aid to Britain, and it is said that the result of his visits to Bulgaria and Yugoslavia has been to stimulate and strengthen the national spirit of independence in these countries.

GERM MASKS for shelters, two types of which are here shown, are simple and effective. An improvised mask (left) is a folded handkerchief, and a "yashmak" (right) consists of a georgette handkerchief treated with transparent cellulose lacquer.
Photos, by courtesy of the Ministry of Health

Free Issue of Shelter Masks

HALF a million germ masks are being supplied by the Ministry of Health to public air-raid shelters. The standard type consists of a transparent piece of non-inflammable material, cellulose acetate, 5½ inches square, which is placed across the bridge of the nose and held in position by an elastic band over the head. The authorities hope that the public will take kindly to these masks and wear them during periods of flu danger. Occasions for which they should be donned are the first few minutes after entering a shelter, and again when leaving it, as the abrupt change of temperature is apt to bring on coughing and sneezing, with the consequent spread of droplet infection. In spite of the favourable breeding-ground for germs afforded by the crowded deep shelters, no outbreak of infectious disease has been reported from any one of them. Sir Wilson Jameson, Chief Medical Officer of the Ministry of Health, maintains that the best preventive of infectious diseases is dispersal—dispersal from overcrowded areas to less populated parts of the country; dispersal from overcrowded shelters by the provision of new and better ones: dispersal within a given shelter by the spacing out of the occupants and the use of the new masks.

Belgian Gold for Germany

GOLD to the value of about £65,000,000, the property of the Bank of Belgium but unfortunately in French custody, is being handed over to Germany by the helpless Vichy Government. Before the invasion of Belgium two-thirds of her gold was safely transferred to England, Canada, the United States, and South Africa. The remaining third, which was still in the hands of the Government when the country was invaded, was hastily removed to Tournai and later to Paris. When France was overrun the Belgian Government asked that the gold should be sent through Brittany to England on board a British cruiser, but the French Government shipped it instead from Bordeaux to Dakar, in West Africa. It is now being brought back in instalments for transfer to Germany. Since diplomatic relations no longer exist between France and Belgium the only course open to the Belgian Government has been to issue a writ of attachment against the funds of the Bank of France in the United States.

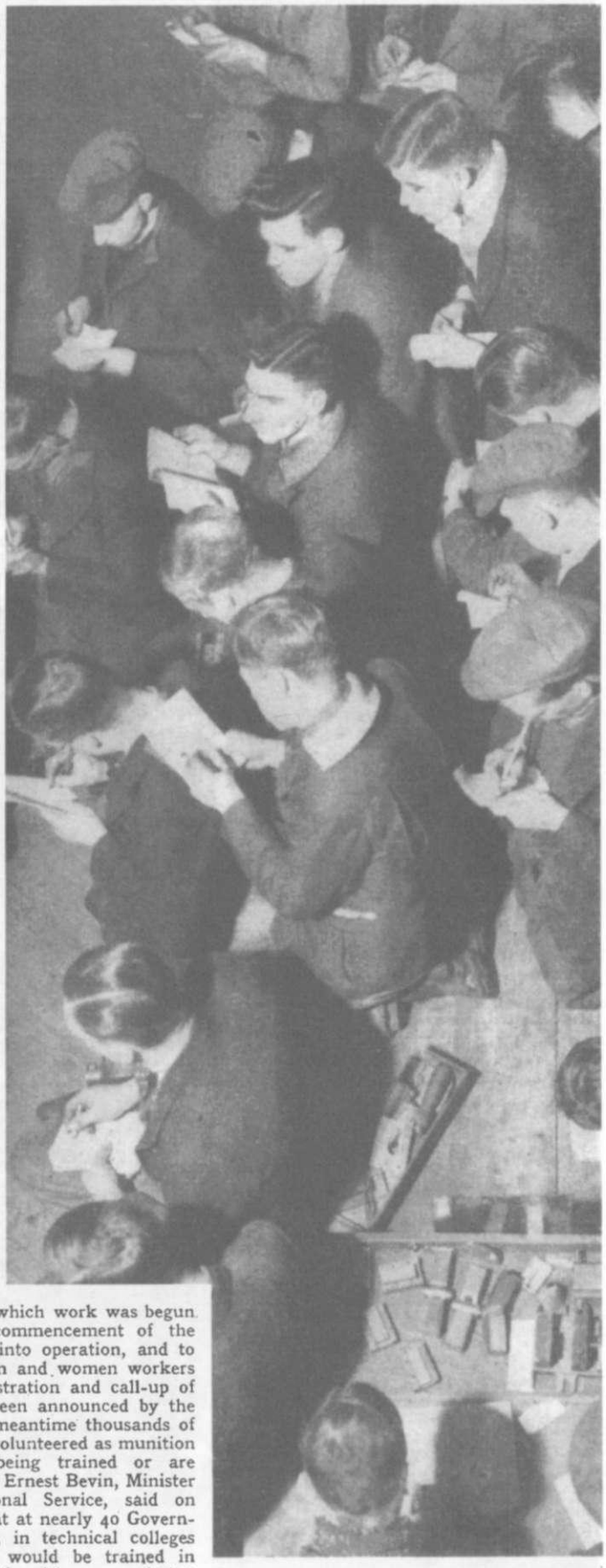
Parting Words to Britain and Germany

MR. WENDELL WILLKIE, before he left England on February 5, after ten strenuous days, gave a final message to this country. "I have not seen quite everything in Britain I wanted to see because of having to cut short my visit, but I have certainly seen plenty. What I said when I arrived over here still goes. Anything I can do in America to help Britain in her fight for freedom I certainly shall do. Your people have shown magnificent courage. Keep your chins up." He also left a longer and severe message to be broadcast in German by the B.B.C. on medium- and short-wave lengths. In this he said: "I am of purely German descent. My family name is not Willkie, but Willicke. My grandparents left Germany 90 years ago because they were protestants against autocracy and demanded the right to live as free men. I, too, claim that right. I am proud of my German blood, but I hate aggression and tyranny. Tell the German people that my convictions are shared to the full by the overwhelming majority of my fellow-countrymen of German descent. They, too, believe in freedom and in human rights. Tell the German people that we German-Americans reject and hate the aggression and lust for power of the present German Government."

Now the Munitions Drive Gets into Its Stride

Small parts for bombers are here being made by girls. A jig with holes in the position of those to be bored is clamped over the metal plate. By pulling a lever the drill, revolved by compressed air, is brought in contact. *Photo, Fox*

NEW factories on which work was begun only after the commencement of the war are now coming into operation, and to meet the need for men and women workers to staff them the registration and call-up of civilian workers has been announced by the Government. In the meantime thousands of men and women who volunteered as munition workers are either being trained or are already at work. Mr. Ernest Bevin, Minister of Labour and National Service, said on November 14, 1940, that at nearly 40 Government training centres, in technical colleges and factories, women would be trained in skilled work side by side with men and that employers were being asked to train more men than their particular factories needed in order to provide workers for new factories.



For men qualifying for skilled work as fitters and tool-makers lectures are given by fully-qualified instructors. Above, in a munitions factory in North-east England some of the 600 men training there are taking notes. *Photo, Keystone*

Front Line Women When the Bombs Are Falling

WHEN THE ALERT SOUNDS the women ambulance drivers stand by their cars. Above is the scene in a big underground garage with drivers and stretcher-bearers ready for a call. The drivers, as well as the other members of the rescue party, are skilled in first aid, and below one of them helps with a casualty before making a dash through the black-out to a hospital.

Ordinary cars as well as ambulances are used in the rescue of casualties who are not stretcher-cases. Here at a London ambulance station an attendant is sitting in one of the cars awaiting a call.

STRETCHER-PARTIES are quickly on the scene when bombs fall. Often their work of carrying the casualties over the debris while bombs are dropping is arduous and dangerous. Back in the garage (right) the ambulances are overhauled and made ready for another call. *Photos, Topical*

We Watched the Air Fight over Derna

Derna was captured by the British on January 30, 1941. The Special Correspondent of the Air Ministry News Service arrived on the heels of advance infantry units, and here describes the final air operations over the town, together with some sidelights—dramatic and humorous—on the war in the Libyan Desert.

THREE of us arrived at Derna aerodrome three hours after advance infantry units had driven the enemy out. All was quiet. A shed was smouldering, otherwise there were little signs of battle.

There is a big thrill on entering a captured town. Everyone wants to be there first. In this case we knew it would be additionally exciting, for Derna is different from Bardia or Tobruk. There are trees, hills and signs of ordinary life. There was no knowing too what the place could offer in the way of billets. That is an important item when you have been shaving in what was left of morning tea and sleeping in a car drawn up in a wadi for wind protection.

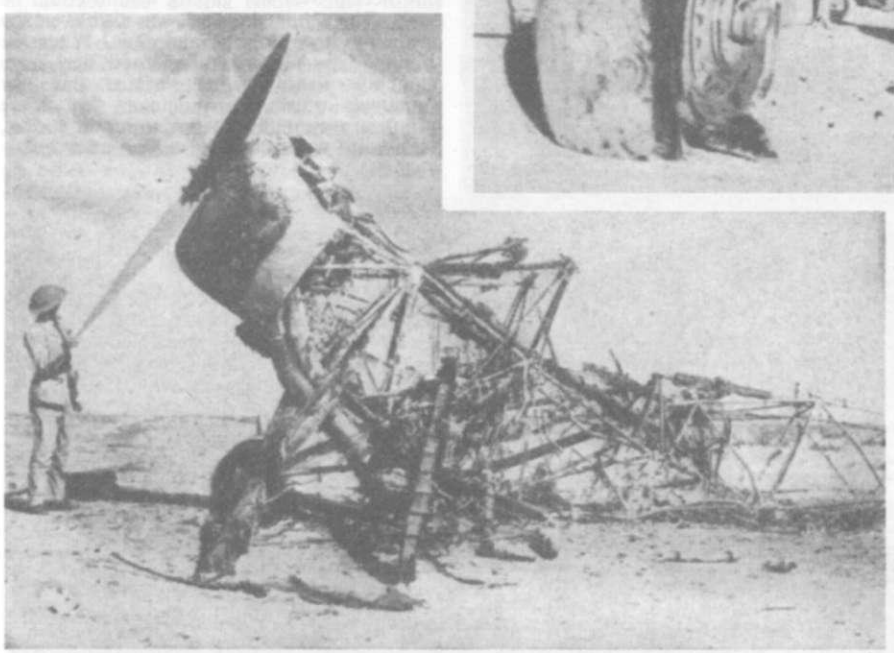
We counted 19 gutted Italian aircraft. This was no novelty after seeing 22 at Gazala, a dozen or so at Gumbut, 30 at Bardia and 87 at El Adem, in addition to lots wrecked by the wayside. We decided on lunch, so crawled back to the car after looking at Italians through field glasses. The Air Ministry official photographer who was with me had biscuits, an American war correspondent fancied bully beef, and I had a can of beetroot. We were seeking a spot for lunch when suddenly—boom, and a cloud of dust burst no more than 50 yards away. We looked at each other in amazement. Then shells began bursting all over the aerodrome, bangs and crashes all round us.

We all thought of the same thing at the same time and dived for a hole 20 yards away. Then the show started properly. We lay in that hole until 3.30 in the afternoon. I spilt the can of beetroot and was dripping gory juice. The American mislaid his helmet and wore an Italian one picked off the battlefield. The photographer, who had been in the desert for just three weeks, spent his time between taking pictures in having his hair cut by a tough Australian who had never cut hair before.

A hail of earth and chips of rock fell all around us. The Yank got a superficial wound in the hand. When at last things subsided we got to the hangar. I found one lad lying on a bench with a deep wound in his leg but smoking and joking as if it was a lark.

Then we saw the gladdening sight of a formation of Hurricanes coming zooming overhead to attack enemy bombers and fighters. We watched enthralled. One enemy aircraft crashed in flames less than half a mile away. It was smashed to smithereens when we dashed up. We guessed which squadron had done the damage and drove as fast as we could to its landing ground. We were lucky. The pilots had just landed when we got there.

It had been a grand victory. That afternoon no fewer than five enemy fighters had been shot down, two G50s by a Canadian pilot from Toronto and three CR42s by the inimitable "Imshi." This is the nickname of a flying officer who hails from Blackpool and who had just been awarded the Distinguished Flying Cross. This last three brought "Imshi's" total bag up to 13 since December 9. He was still in his flying suit when I saw him. He had been obliged to force-land after shooting down the third Italian and had been brought in by Australians. "Imshi" loves fighters; he loves speed in almost anything. Some time ago he acquired an Italian tank. This he guards jealously and calls it his car.



AIR WARFARE IN LIBYA has been one long record of the supremacy of the R.A.F. over the Regia Aeronautica. A typical episode, fought out in the skies over Derna, is described by an eye-witness in this page. Above, the gutted skeleton of a Fiat CR 42 lies in the sand. The upper photograph shows one of our Wellington bombers having a punctured wheel changed.

Photo, British Official: Crown Copyright.

We dined with a reconnaissance squadron. Dinner was bully beef and dry biscuits washed down with neat whisky as there was no water. Suddenly the flap of the tent opened and a head poked in. "Have you a doctor here?" said a Cockney voice. It was an ambulance driver who had lost his way in the dark and had a full load in his car, among them six wounded Italians.

In a few minutes the patients were receiving attention from the Royal Air Force doctor. Four men were put to bed with sedatives, others had their wounds dressed. There had been a tank battle and the Italians were picked up after the fray. One, who came from Carmona, was badly injured, with a gashed hip, and when the doctor took a pair of scissors to cut away the fellow's trousers, he screamed. It was, I think, the most dramatic

I WAS THERE!

scene I have ever witnessed. We were in semi-darkness, just the flickering light of a hurricane lamp. The Italian was given morphia and he lay muttering and glistening with sweat. The doctor sat with him throughout the night, giving him oxygen. He seemed to revive a little and repeated the name "Ricci, Ricci." Perhaps that was his brother, or best friend. At dawn he died.

It is not all drama here in the desert; there are often some amusing scenes. On one occasion a motor cyclist arrived—a grubby, tousled and cheery signaller. On the pillion was an Italian prisoner. The signaller explained that he had been sent forward with telephone wire when the prisoner came innocently towards him. It took him a split second to knock the Italian off his bike, mount it himself and compel the Italian to jump on behind. Then he rode back triumphantly with his spoils.

How can I picture this amazing war in the Libyan Desert where simple human episodes blend with great military strategy: where our airmen camp on sandy wastes making tea with salty water and for days eating nothing but biscuits and bully, and where a loaf of bread baked a week ago is luxury? It's got to be seen and lived to be fully appreciated, but my, it's good!

Our Captain Had to Sink the Hyperion

The Admiralty issued on January 22, 1941, a brief statement that "H.M. destroyer Hyperion sustained damage by torpedo or mine, and had subsequently to be sunk by our forces." Here, told by eye-witnesses on accompanying destroyers, is the full story of that incident—a story worthy of the highest traditions of the British Navy.

BEHIND the Admiralty's announcement of the loss of the Hyperion there is the story of how a small destroyer, protected by one other destroyer, lay crippled in the sea almost under the very guns of the Italians for nearly two hours before the call for assistance was sent out in order that the operation on which she was employed should not be detected. Finally, responding to the call, three destroyers rushed to the rescue of her crew, and, working against time, made their getaway from under the lee of powerfully fortified enemy territory.

The following account was given by men from other destroyers:

The Hyperion formed part of the light forces which, sweeping the Adriatic as far as Durazzo three nights previously (see Vol. 4, p. 7), were detailed to carry out a sweep some miles ahead in order to deal with any E-boats or submarines which might appear. Our sweep proved uneventful, and eventually turning back in the small hours of the morning we went full speed ahead for home.

We did not know for some two and a quarter hours afterwards that one of the escort had struck a mine half an hour after passing us. The Hyperion, investigating the possible presence of a submarine, had struck a mine and was badly holed aft. It was essential, however, that the main forces should proceed unmolested, as they were still within easy range of E-boats. One destroyer was detached as protection, and not until these main forces were well clear of any harm was the wireless signal sent out recalling us to her assistance.

While we were going all out to reach the scene of the disaster the protecting destroyer came alongside her crippled companion, transferred the casualties (together with some of the officers and crew), and endeavoured to tow her. The effort was at first successful, but unfortunately the tow rope later parted and the Hyperion, with cabins and ward-room flooded, lay motionless on the water with the attendant destroyer looming a cable's length distance away.

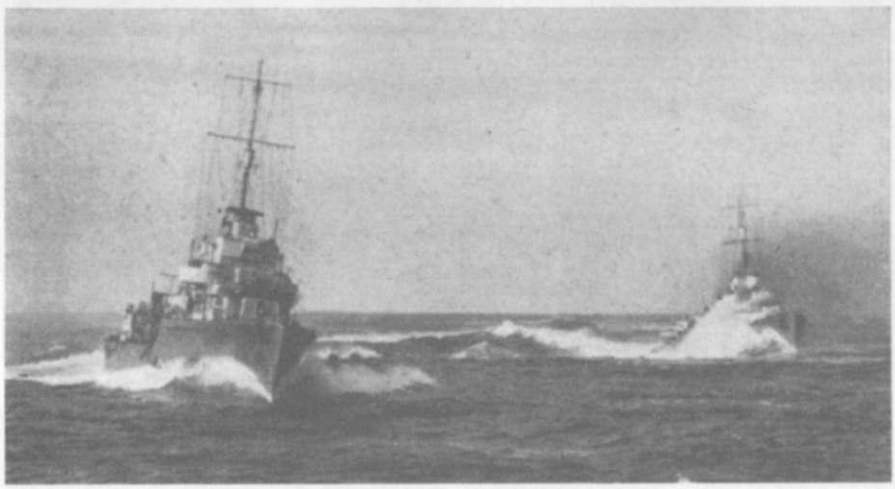
Our captain had made a quick decision. His small destroyer force was in a vulnerable position with only two more hours of darkness in which to get clear. Under the circumstances the idea of towing had to be rejected, and, calling the signalman, the captain said, "Send this to Hyperion: 'Prepare to abandon ship. Am going to sink you.'"

Slowly in eerie silence we were skilfully manoeuvred alongside the stricken ship, while other destroyers formed a slow circling screen. Although her afterdeck was awash the smooth sea enabled the men, with the utmost calm and discipline, to clamber over the sides with the scanty belongings some of them had been able to retrieve. We then withdrew a short distance and the signal was given to one of the circling destroyers to sink her.

Nobody spoke a word as we stood on the bridge waiting for the end, together with some of the Hyperion's officers. There followed a flash from the torpedo tubes, a few seconds' pause, and then a deep, muffled explosion. The shock of the explosion broke off the after-funnel, a column of water and smoke shot skywards from amidships, and the Hyperion slowly rolled over.

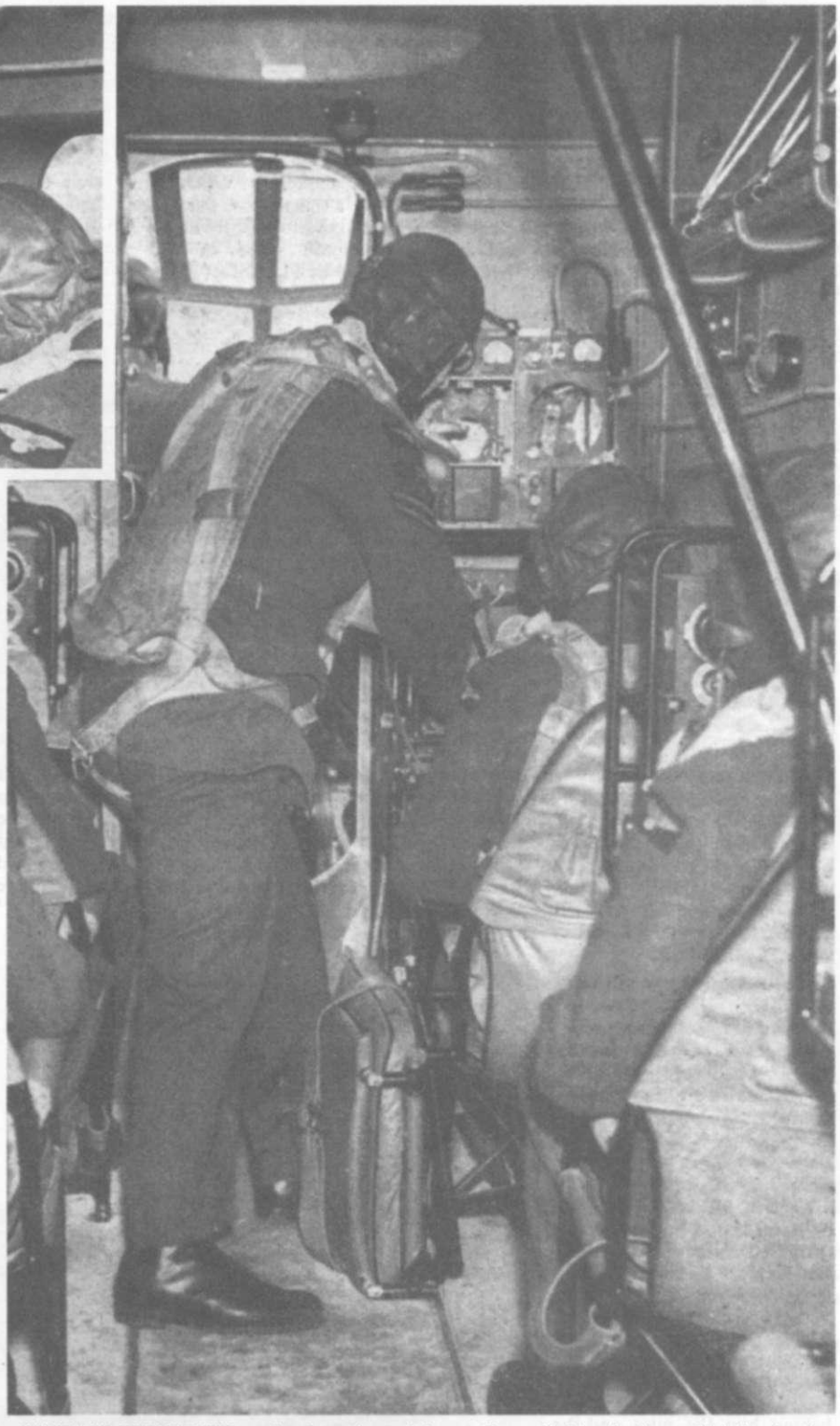
There were no flames or subsequent explosions—very gently she sank—and one of her officers quietly remarked, "How gracefully she goes down; she was a graceful ship."

It was a moment of great sadness. As the ship heeled over her gaping wound could be seen. Then only the keel was visible as she gradually disappeared from view. When we thought she had gone for good her bows suddenly again broke surface and she remained thus perpendicular for some minutes, presumably owing to an air pocket, before the waters finally closed over her.—*Reuter.*



H.M.S. HYPERION, seen in the lower photograph, is of the same class as the five destroyers that took part in the gallant action fought in Narvik on April 11, 1940. She and her seven sister ships were all completed in 1936. They have a displacement of 1,340 tons and a main armament of four 4·7-in. guns and eight 21-in. torpedo tubes. Their speed is 36 knots and their normal complement 145. In the top photograph two destroyers, while at full speed, are making sharp turns to avoid bombs dropped by enemy aircraft. *Photos, British Official: Crown Copyright; and Wright & Logan*

On Him May Depend the Aircraft's Safety



WIRELESS OPERATORS receive intensive training at Cranwell, Lincolnshire, which is also the college where cadets are trained for permanent commissions in the R.A.F. Part of the instruction is given in aeroplanes on the ground, the students attending in full flying kit. Top left, a lesson in "tuning in"; above, instruction in the cockpit of a grounded 'plane. *Photos, Keystone*

THERE is hardly a more interesting job in the R.A.F. than that of wireless operator. When he signs on he may know little about wireless, but after a course in fundamentals and another in operational duties, he goes into the air ready for any emergency. Those emergencies are sometimes exacting and often exciting. He is trusted with valuable secrets, and he may be the one to bring the aircraft back through dirty weather by the signals he receives and sends.

The heavy bomber radio operator's day starts with the careful inspection of his instruments. Any major fault is reported to the flight sergeant, who details a mechanic to correct the defect. Active duty begins with a test of the set while the aircraft is still on the aerodrome. Then, if the operator is taking part in an operational flight, with the other members of the crew he goes for "briefing"—the final instruction before going out on a raid. This takes place generally in the early evening, and the signals officer brushes up procedure with the operator and gives him such details as he will require on the journey. After the evening meal the wireless operator is at his aircraft about half-an-hour before the take-off for a final check-up.

ONCE the aircraft has taken off it is a lone unit, if things go smoothly, until well on the way home. The wireless operator, however, maintains a listening watch. In the early part of the journey he takes action to ensure that the home stations can maintain full contact and facilitate speedy rescue should the aircraft be forced down into the sea. On returning he is interrogated with the rest of the crew by the intelligence officer, who seeks to build up a complete picture of the trip—what has been experienced, and what has been done. Then follows an interview with the signals officer, who goes through the log and the evening's work. Errors are corrected and difficulties straightened out.

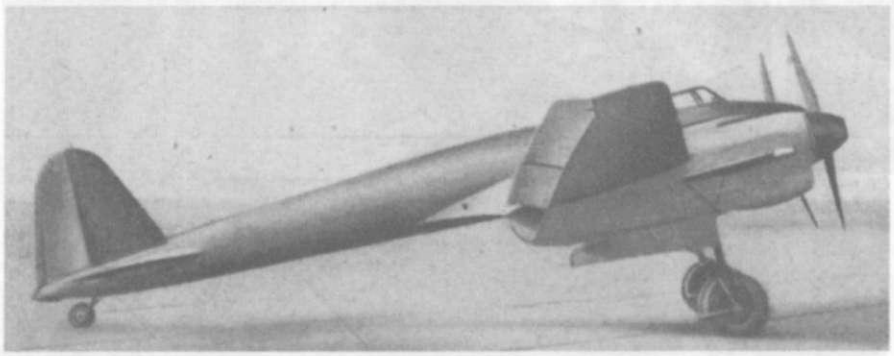
A good wireless operator is invaluable. When landmarks or other navigational aids fail he can frequently be of the greatest assistance to the navigator. That is not the whole of his job. In certain types of aircraft he releases flares over the target area, to enable the observer to pin-point his position, and, should it be a pamphlet raid, he assists with unloading the cargo. He also sees that the electrical bomb gear is functioning, that the batteries are properly charged, and the fuses in order. Some bomber aircraft carry two wireless operator-gunners, who are interchangeable. The second operator is the rear gunner. Each, however, can handle the wireless instruments and the guns.

MANY operators have a long record of flights—some are nearing their fortieth raid—but generally after they have become highly proficient in operational work they are transferred, and in their turn take over the instruction of new operators. Many outstanding feats are to their credit, and more than one crew that has come down in the sea owes its rescue to the cool competence of the wireless operator who got his signal through in spite of the misadventure.

Some Lesser-Knowns of the Luftwaffe

In earlier pages we have described and pictured most of the types of aircraft which Goering has employed in his raids against this country. Now Mr. Grenville Manton writes of some other types which the Nazis have employed not quite so frequently, and which, therefore, have not been so prominently in the public eye

HITLER'S fighter aeroplanes, the Messerschmitt Me 109, and those ugly bombers, the Junkers Ju 88, the Dornier Do 17 and the Heinkel He 111, are familiar to all people in Britain by name. Night after night we have heard these enemy 'planes mentioned in radio news bulletins, and many of us have seen their battered remains being carried away to their last inglorious resting-place after being downed by the R.A.F. and our A.A. guns. These are the machines which the Nazis have used with such reckless abandon in their vain endeavour to beat us in the skies. But they have many other aircraft of different types : they are the lesser-knowns of Goering's Luftwaffe.



FOCKE-WULF FW 187 two-seater fighter is a twin-engined 'plane of the German "Zerstörer" (destroyer) type, built on lines similar to the Messerschmitt ME 110. It has two Daimler-Benz engines of 1,150 h.p., and is armed with four guns mounted in pairs on each side of the pilot's cockpit. One of Germany's latest types, it now forms the equipment of various squadrons, but so far has yet to make its debut against the R.A.F. in action.

By courtesy of "Flight"

In their efforts to smash our ocean links the Germans are employing mine-laying seaplanes. One of these is of the Heinkel breed—the He 115. More than one specimen has fallen into our hands, and post-mortems have revealed its secrets. It is a mid-wing monoplane with a wing-spread of 72 feet 10 inches and a length of 56 feet 9 inches. It is powered with two B.M.W. radial engines of 880 h.p. and has two 34-foot-long floats of light alloy construction. Right in the nose of the fuselage there is a glass-panelled compartment which accommodates the front gunner, and behind him the pilot and the rest of the crew are housed in a long, covered cockpit. Like most of the German bombers, the He 115 is poorly armed, and, being devoid of any form of turret, is ill-equipped for defence against rear and beam attacks. The 'plane is designed to carry a torpedo weighing 1,760 lb., as well as mines, and, as an alternative, it can carry 4,400 lb. of bombs. With full load it weighs 20,020 lb., while empty the weight is 11,670 lb.

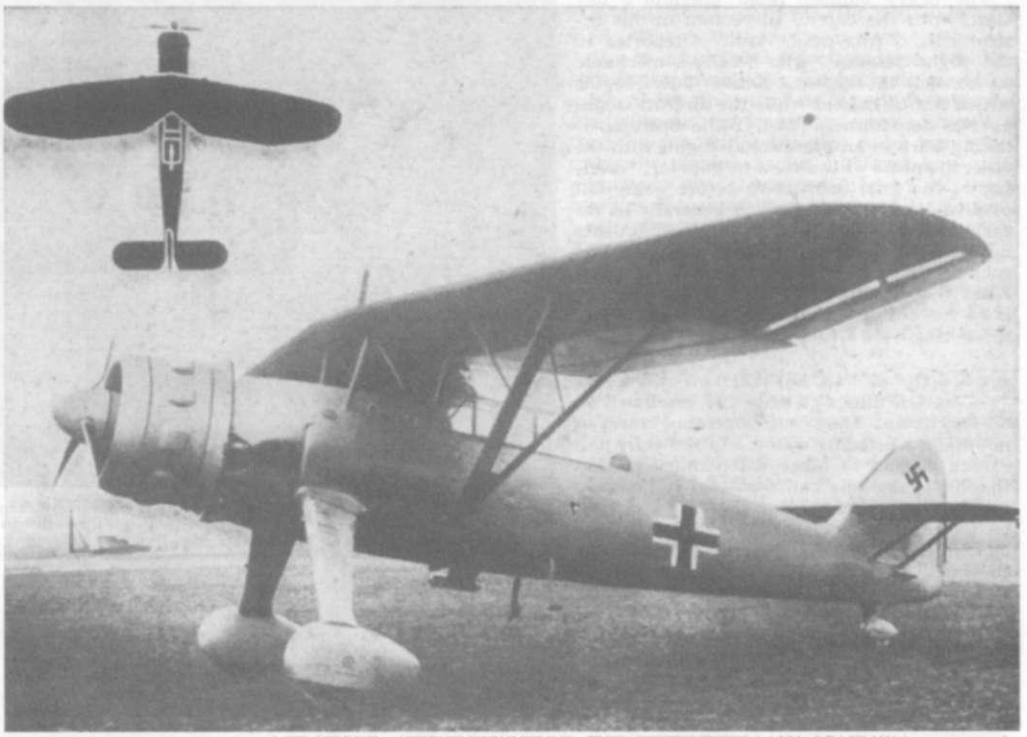
The He 115 has been developed from the Heinkel mailplane which in March 1938 created a record by flying for 1,240 miles with a load of 4,400 lb. at 204 m.p.h. It has a maximum speed of 220 m.p.h. when operating at 11,150 feet and cruises at about 180 m.p.h. Its duration is 7¼ hours and it has a range of 1,300 miles. In workmanship and finish this minelayer, which is one of the newer types of German 'plane, is good. But its slow speed, its meagre gun-power and clumsiness in manoeuvre make it a vulnerable machine in any combat. It is "easy meat," in fact, for almost any R.A.F. 'plane.

Another Nazi aircraft which has been caught prowling about over the North Sea is the Dornier 18 flying-boat. It is an all-metal parasol monoplane-type with two engines placed in tandem above the centre section of the wing. These motors are Junkers Jumos developing 600 h.p. each and they run on heavy oil. The hull from stem to stern has a length of 63 feet and is equipped with machine-gun positions in the bow and near the tail. The wing, which has rounded tips, is braced on each side of the hull by struts, and is fitted with flaps which assist the take-off and help to maintain control at reduced speeds on the glide.

Record-breaking Dornier

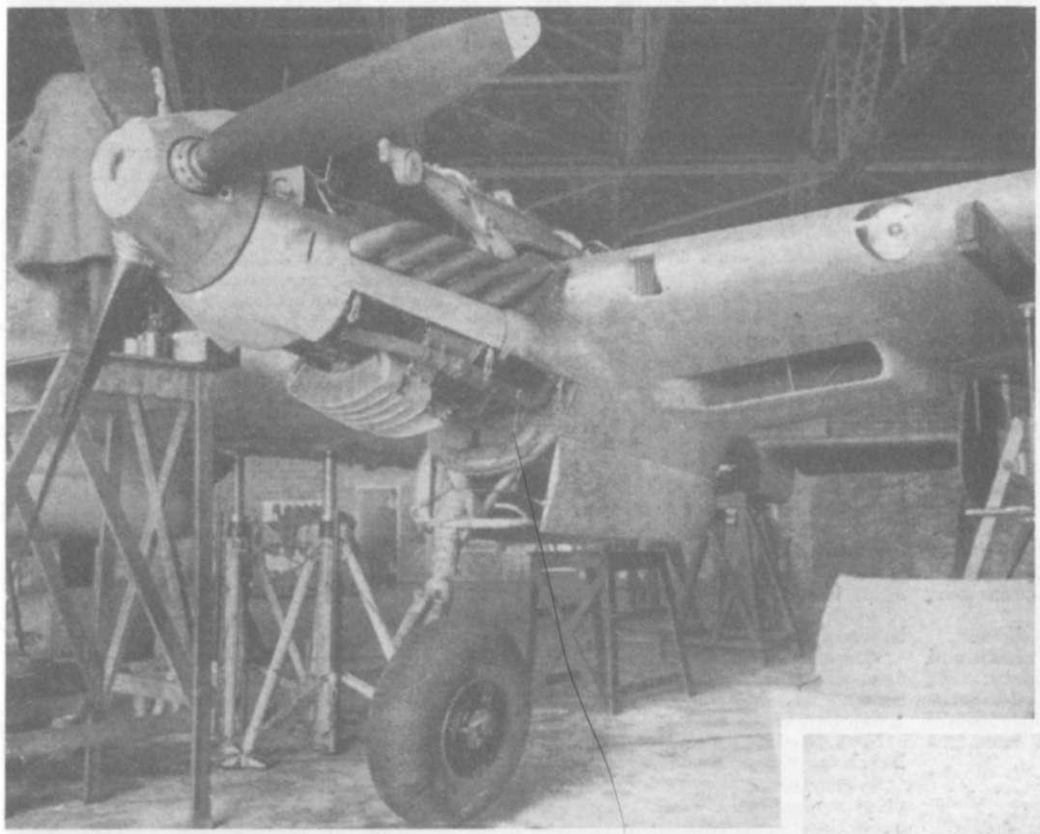
The main purpose of this flying-boat is long-distance sea reconnaissance, but it has also been employed in bombing attacks on shipping. Like the Heinkel He 115, its prototype was a record-breaker. In 1938 it flew 5,200 miles non-stop and so set up a record for its class. But achievements of three years ago do not mean much in this air war of ever-rising speeds, ever-lengthening distances and growing striking power. The Dornier 18, which weighs 22,000 lb., can top a mere 161 m.p.h. and falls far short of the needs of today.

Another of the smaller fry of the German Air Force is the Henschel Hs 126, a general reconnaissance monoplane intended for artillery spotting duties and photography. It has a single 880 h.p. B.M.W. motor and at 10,000 feet it can attain a maximum speed of 220 m.p.h. It has a high wing which is strut-braced, an enclosed tandem cockpit



HENSCHEL HS 126 is the Luftwaffe's "opposite number" to the famous Westland Lysander army cooperation 'plane which did fine work in France and has also been successfully employed in the Middle East. The HS 126 is designed as a reconnaissance machine, but up to the present it has not played a conspicuous part in the war. Hurricanes engaged on a recent "sweep" over Northern France discovered an aerodrome where many of these craft were based, and with bombs and machine-gun fire played havoc with them. *Photo, Planet News*

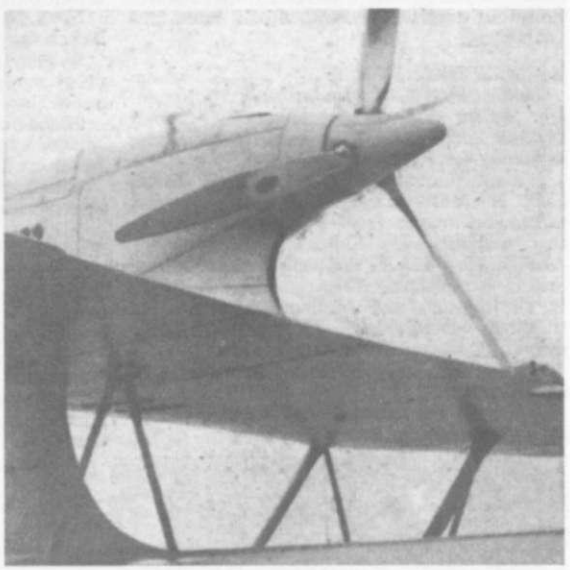
'Planes on Which the Nazis Build Their Hopes



THIS MESSERSCHMITT ME 110 has been partially dismantled at an R.A.F. station with a view to probing enemy secrets. Note how the radiator is housed in the under side of the wing. The undercarriage is of unusually simple design and retracts into the engine nacelle through the flaps which are seen in open position. The three-bladed airscrew is of the controllable-pitch type. *Photo, courtesy of "Flight"*

and fixed undercarriage. Superficially it resembles our Westland Lysander. Henschel Hs 126 machines have probably been used by the Nazis in spotting for their long-range guns which sporadically shell Dover from the French coast. They will not fare well if any R.A.F. fighter catches them in the act.

Of all the German aeroplanes which have been shot down in this country, the most formidable is undoubtedly the Messerschmitt Me 110 three-seater fighter. It is fast, well-armed, and has a long range. At 19,000 feet its maximum speed is 365 m.p.h., and it is equipped with four forward-firing Rheinmetall-Borsig machine-guns of 7·92 calibre and two 20 mm. cannon. Metal construction is employed throughout and the wings are covered with a flush-riveted metal skin. A low-wing monoplane, it has a span of 53 feet 4 inches and is powered with two 1,150 h.p. Daimler-Benz 12-cylinder, liquid-cooled engines. These drive three-bladed full-feathering variable-pitch airscrews, and beneath each motor installation is located a hydraulically-operated retractable undercarriage. The cockpit is arranged so that the pilot, wireless operator and rear gunner are accommodated close together, and the transparent enclosure is fashioned so that it can be slipped off instantly for emergency escape by parachute. The rear armament consists of a single machine-gun. Its mounting allows a field of fire which is limited to 60 degrees to each side to the rear and the same amount in an upward direction. This rear-gun arrangement is the 'plane's weakest point, and it is suspected of suffering from tail-flutter when dived at high speeds. Although a fighter, it is equipped with the standard radio set (weighing, without accumulators, 358 lb.) provided for German bombers. This includes short and long wave transmitter and receiver and blind approach equipment.



DORNIER AIRCRAFT have been famous in the past when they were used for mail-carrying duties and other peaceful pursuits. Here is seen the Dornier DO 18 civil flying-boat, the armed version of which has been used by the Nazis in attacks on our shipping. It is powered with two Junkers Jumo engines which run on heavy oil and are installed tandem-wise in the centre section of the wing (centre, right). It has a top speed of only 161 m.p.h. *Photo, courtesy of "Flight"*

One of the latest types to be placed in service with the Luftwaffe is the Focke-Wulf Fw 187 "Zerstörer." Like the Me 110, it is a twin-engined fighter and is powered with Daimler-Benz 1,150 h.p. engines. With a long fuselage of exceptionally small cross-section and with its wings set at a pronounced dihedral angle it has an ugly, if ferocious, aspect. It is known to carry cannon as well as machine-guns, and at a height of 20,000 feet this enemy fighter does 362 m.p.h. Or so the Nazis say.

OUR DIARY OF THE WAR

TUESDAY, FEB. 4, 1941 *521st day*

On the Sea—Admiralty announced that H.M. trawlers Relonzo and Luda Lady had been sunk.

In the Air—R.A.F. made successful night raids on Düsseldorf, docks at Brest, Dunkirk, Dieppe, Ostend and Bordeaux, and aerodromes at Vannes and other places.

Coastal Command aircraft raided Cherbourg twice.

War against Italy—Advance westwards in Libya continued. R.A.F. made repeated raids on Barce, Berca and Benina.

In Eritrea Italian retirement from Agordat continued. British troops nearing Keren. From Barentu enemy being pursued in southerly direction. Many enemy aircraft destroyed by R.A.F.

In Abyssinia British advance on Metemma-Gondar road continued. Advance patrols from Kenya now 60 miles inside frontier.

British patrols captured Beles Gugani, post 45 miles inside Italian Somaliland.

R.A.F. raided Maritza (Rhodes) aerodrome during night. At least three enemy aircraft destroyed over Malta.

Home Front—Slight enemy activity during day over Suffolk coast and Kent. Night raiders dropped bombs in London area, Midlands and elsewhere.

Four Nazi aircraft destroyed by fighters.

Greek War—Athens reported limited and successful patrol and artillery action. Big fires burning at Tepelini, indicating evacuation. Beyond Himara Greek troops captured mountain pass which Italians had made into stronghold.

WEDNESDAY, FEB. 5 *522nd day*

On the Sea—H.M. trawler Lady Philomena shot down dive bomber attacking convoy off S.E. coast. H.M. trawler Tourmaline, escorting vessel, was sunk.

Unconfirmed report that British Battle Fleet in Mediterranean had made another sweep, but neither Italian ships nor German dive bombers were sighted.

In the Air—R.A.F. very active over Channel and N.W. France. During offensive sweep by our fighters and bombers aerodrome at St. Omer was attacked. Four enemy aircraft destroyed. Seven British fighters lost.

War against Italy—Italian retreat towards Benghazi quickening.

In Eritrea operations round Keren developing successfully.

Home Front—During day bombs fell in S.E. Scotland and in Kent. At night raiders were over London area, a south-east coastal district and two towns in East Anglia.

Greek War—Athens reported capture of important positions north of Klisura.

THURSDAY, FEB. 6 *523rd day*

In the Air—R.A.F. made night raids on docks at invasion ports in Northern France.

War against Italy—Benghazi surrendered after twofold attack from Australian troops pressing along coast and British armoured units from south.

In Eritrea British closing in on Keren.

During night of 5-6 R.A.F. raided Benghazi, Berca and Jedabia.

Home Front—No enemy day activity over Britain. At night raiders were reported from S. Wales, West of England and Liverpool.

Greek War—Athens reported limited patrol and artillery activity. R.A.F. bombed military targets west of Tepelini.

General—Mr. John G. Winant appointed American Ambassador to Britain.

FRIDAY, FEB. 7 *524th day*

On the Sea—Admiralty announced that H.M. destroyer Vanity shot down a Dornier.

In the Air—During night waves of R.A.F. bombers attacked German invasion ports.

War against Italy—General Wavell's forces now sweeping southwards round Gulf of Sidra. Situation round Keren, Eritrea, developing satisfactorily.

Free French force from Chad captured Italian air base at Kufra, S. Libya.

In Abyssinia, advance along Gondar road progressing. Area of penetration into British Somaliland being continually enlarged.

Home Front—Single enemy aircraft dropped bombs on town on N.E. coast of Scotland. Town on East Anglian coast attacked.

Greek War—Heavy shelling of Tepelini area continued.

SATURDAY, FEB. 8 *525th day*

In the Air—R.A.F. bombers attacked industrial targets at Mannheim. Other aircraft bombed Rotterdam and Flushing, and attacked convoy off coast of Norway.

War against Italy—Operations south of Benghazi proceeding.

In Keren area British pressure increased. Farther south troops continued pursuit of enemy retreating towards Arresa.

Enemy raided Malta during nights of 7-8 and 8-9, causing damage and casualties.

On night of 8-9 R.A.F. raided aerodromes at Calato and Maritza (Rhodes). Fleet Air Arm attacked Tripoli.

Home Front—Very little daylight enemy activity reported. At night bombs fell in Yorks, and raiders were also reported over West Coast. Three enemy aircraft shot down.

Greek War—Tepelini said to have been evacuated after 2-months' siege.

SUNDAY, FEB. 9 *526th day*

On the Sea—British naval forces carried out heavy bombardment of Italian naval base at Genoa, inflicting much damage.

Admiralty announced that H.M. trawlers Almond and Arctic Trapper had been sunk.

In the Air—Two Spitfires carried out offensive patrol over Calais area.

Coastal Command aircraft made torpedo attacks on enemy destroyers off Norwegian coast, hitting one amidships.

Other aircraft bombed oil tanks at Flushing and docks at Antwerp.

War against Italy—Advanced British armoured units occupied El Agheila, on Gulf of Sidra.

Despite enemy reinforcements, operations round Keren proceeding satisfactorily.

Naval aircraft attacked aerodrome and railway junction at Pisa and refineries at Leghorn.

Home Front—Enemy daylight activity near South-east and East coasts, but no bombs.

At night bombs fell in East Anglia, Essex, Home Counties and one place in west of Scotland. Two German bombers destroyed.

Greek War—Enemy counter-attacks repulsed, but Greeks held up by bad weather.

R.A.F. shot down seven Italian fighters in Klisura area.

General—M. Flandin resigned from Foreign Ministry. Marshal Pétain appointed Admiral Darlan, Minister of Marine, to be Vice-Premier and Foreign Minister.

MONDAY, FEB. 10 *527th day*

In the Air—In early hours Bomber Command aircraft attacked enemy bases on coast of N.W. Germany.

Large R.A.F. forces made offensive sweeps over Northern France, bombing targets at Boulogne, Calais and Dunkirk.

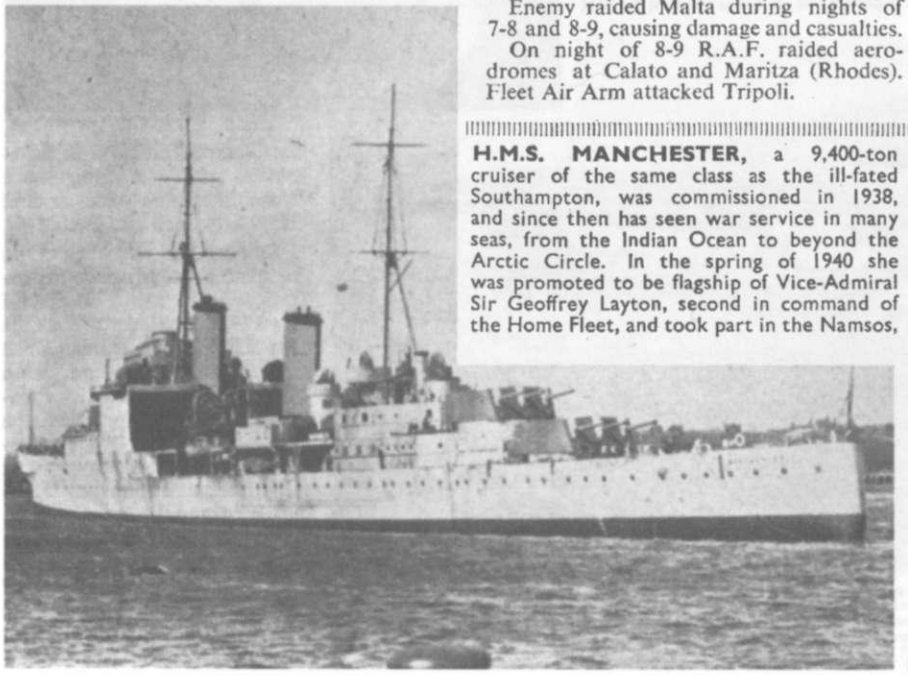
Strong bomber force made heavy 6-hour night raid on Hanover. Other aircraft attacked docks at Rotterdam, Boulogne, Cherbourg and Ostend, and several aerodromes.

War against Italy—In Libya clearance of areas up to El Agheila proceeded. General Wilson appointed C.-in-C. and Governor of Cyrenaica. British troops in Eritrea occupied Mersa Taclai and Karora.

R.A.F. again raided Calato (Rhodes).

Home Front.—Slight enemy activity during day. At night bombs fell on two East Anglian towns. Our night fighters damaged, probably destroyed, two Heinkels.

General—British Government broke off diplomatic relations with Rumania.



H.M.S. MANCHESTER, a 9,400-ton cruiser of the same class as the ill-fated Southampton, was commissioned in 1938, and since then has seen war service in many seas, from the Indian Ocean to beyond the Arctic Circle. In the spring of 1940 she was promoted to be flagship of Vice-Admiral Sir Geoffrey Layton, second in command of the Home Fleet, and took part in the Namsos, Aandalsnes and Molde operations off the Norwegian coast. In November of last year she was sent to reinforce Admiral Sir James Somerville's squadron in the Western Mediterranean and led the line when that force chased an Italian Fleet sighted off Sardinia on November 27, 1940. The big silk ensign presented to the ship by the Corporation of Manchester to be flown in action was hoisted for the first time, and cheers broke out from the crew as it was broken at the masthead. But the Italian squadron, despite immense superiority in numbers, refused battle and made for their home base. The Manchester set one enemy cruiser ablaze aft and then hit (and probably sank) a destroyer before the greater speed of the Italian vessels enabled them to get away. Prior to this action the Manchester, which has no ancestors in the Navy List, had therefore no battle honours. Today her honours' board bears the name of her first victory: "Spartivento, 1940." In a year she has steamed 55,000 miles. *Photo, Topical*